

EXCLUSIVE Q&A

# CHRISTIAN DICK

THE VOICE OF BRITISH MOTORSPORT

## MOTORSPORT NEWS

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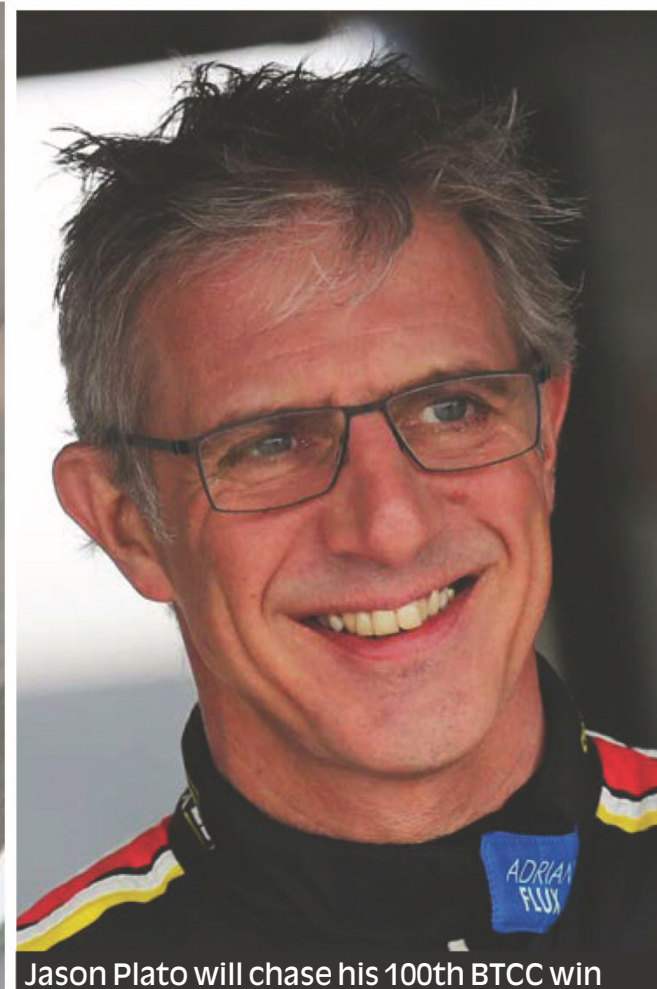
**Title-chasing BTCC and GT team boss tackles the MN readers' posers p20**

Two-time champion will push towards 100 wins with BTC Racing deal

## PLATO RETURNS FOR FINAL BTCC TITLE ATTACK



Plato was impressed after initial test with Honda Civic



Jason Plato will chase his 100th BTCC win

By Matt James

British Touring Car Championship stalwart Jason Plato will take part in his final year in the category this year after tying up a deal to race for the BTC Racing team in a Honda Civic.

The Adrian Flux-backed driver firmed up his seat last week and says he will be gunning for race wins from the start. He will join Josh Cook and Jade Edwards in the privately-owned team.

"It will be a really nice thing to celebrate my time in the BTCC," said Plato. "I have had a brilliant career and it will be nice to say thanks to the fans and let them know I am checking out at the end of the campaign."

"I am going to try my best to win it and how great would it be to win the thing and then walk off? I will be trying my hardest."

The British Touring Car Championship kicks off at Donington Park on April 23-24.

Full story, p5

THE VOICE OF BRITISH MOTORSPORT  
**MOTORSPORT  
NEWS**

### REPORT

#### ROSKELL TAKES MN TITLE

Podium finish for new champ p16



### INSIGHT

#### GOING UPHILL ON A BUDGET

Young drivers' hillclimbing initiative, p18



£3.99





### ATLAS AXLE PARTS, BLACKLINE

Atlas plate style diff, historic spec. with 'Boreham' mods, 18 tooth side gears **£495.80** £594.96

#### SPARES

Spare side gears, 18 tooth each **£32.50** £39.00  
Motorsport plate kit **£83.90** £100.68  
Wavy plate each **£16.30** £19.56  
Atlas CWP, 3.4, 3.7, 4.6, 5.1 **£251.80** £302.16

Atlas axle casing, thick tube, double pinned & breather  
Pig's head only

**£198.60** £238.32  
**£165.00** £198.00

Axle end stubs, R/H & L/H thread  
Axle locking rings, R/H & L/H thread  
Locking ring adjustment tool  
Caliper mount brackets, suit AP

pair **£49.90** £59.88  
pair **£21.90** £26.28  
**£25.50** £30.60  
pair **£29.50** £35.40

**Fully-floating axle kit**  
**£328.60** £394.38

Fully floating hub assembly without shafts  
Fully floating axle kit, inc. (2) F/F Hub assemblies  
plus (2) '4340' halfshafts, 18 tooth  
(choice of length)

pair **£218.60** £262.32  
**£328.60** £394.38  
**£49.50** £59.40

#### SPARES

Studs each **£5.90** £7.08  
Seal pack pack **£13.90** £16.68  
Bearing, top quality each **£38.90** £46.68  
770mm '4340' halfshaft, 18 tooth each **£77.50** £93.00  
820mm '4340' halfshaft, 18 tooth each **£82.50** £99.00

All Blackline halfshafts Group 1 and Group 4 are manufactured from 4340 alloy steel and have induction hardened teeth to Rockwell 50 HRC specifications. 4340 is about twice as strong as 1040 (the material which OEM halfshafts are normally manufactured from). It has a high degree of ductility to absorb shock loadings of abrupt acceleration, taking some load off the differential and CWP. However, it has a very high yield strength to sustain high torque loads without failure. 4340 is the ideal halfshaft material.

266 x 21 'Forest' type discs  
FBL 002 disc bells  
Halfshaft flange, not F/F, suit std. axle

pair **£159.00** £190.80  
pair **£51.00** £61.20  
each **£59.50** £71.40

### ENGLISH AXLE PARTS, BLACKLINE

English plate style diff (30/90 ramps)  
Available 18 tooth (mats with semi-floating conversion kit)  
Available 22 tooth (mats with std. halfshaft)

**£395.80** £474.96  
**£395.80** £474.96

Spare plate kit **£39.50** £47.40  
Spare side gears, 18 or 22 tooth (please state) **£32.50** £39.00  
English CWP, 3.54, 3.7, 3.9, 4.1, 4.4, 4.7, 4.9, 5.1, 5.3 **£231.50** £277.80  
Spare side bearing, top quality **£19.90** £23.88  
Crush washer **£5.90** £7.08  
Crown wheel bearing **£9.90** £11.88  
Pinion bearing **£14.90** £17.88

Atlas into English semi-floating hub kit, inc. (2) '4340' halfshafts, 18 tooth  
English axle weld-on brace ring  
Special 10mm axle brace, English axle

**£443.80** £532.56  
**£39.90** £47.88  
**£99.50** £119.40

SPARES  
Semi-floating hub assembly (less bearing)  
Bearing '4340' **£48.90** £59.76  
Halfshaft, suit semi-floating kit **£77.50** £93.00  
Flange, not semi-floating, suit std. axle **£59.50** £71.40  
Flange, Group 1 type **£59.50** £71.40  
Brake disc, 265 x 10 **each £34.50** £41.40

### HELICAL LSDs, BLACKLINE

English axle, Caterham, 22 spline **£324.00** £388.80  
Atlas axle, 16 spline **£354.00** £424.80  
Ford FWD - Escort, Fiesta, Focus, KA, Orion, Puma (BC/1B5 trans) **£399.00** £478.80  
Sierra 7", Caterham **£399.00** £478.80  
Focus ST170, Mini Cooper 'S' (6-speed Getrag box) **£399.00** £478.80  
Mazda MX5 (94-05) **£399.00** £478.80

### TRANSMISSION PARTS, BLACKLINE

4-speed bearing type gearlever **£38.50** £46.20  
5-speed bearing type gearlever **£40.50** £48.60  
5-speed quickshift conversion kit **£13.50** £16.20  
M10 ally 'Pro' gearknob **£14.90** £17.88  
M10 white or black nylon gearknob **£12.50** £15.00  
Propshaft, Type 9 - English or Atlas axle **£89.50** £107.40



**Wilwood brakes kits from**  
**£299.51** £359.41

### ESCORT BRAKING PARTS

Wilwood brakes kit, 265x10, Powerlite caliper **£299.51** £359.41  
Wilwood brakes kit, 247x20, Midlite caliper **£468.49** £562.19  
Wilwood brakes kit, 285x21, Midlite caliper **£571.40** £685.68  
Balance bar pedal box, cable clutch **£189.50** £227.40  
Balance bar pedal box, hydraulic clutch **£215.00** £258.00  
RMD master cylinders **from £21.50** £25.80  
Wilwood master cylinders **from £29.50** £35.40  
Wilwood proportioning valve, knob **£42.50** £51.00  
Wilwood proportioning valve, lever **£57.50** £69.00  
Blackline 'swaged' stainless brake lines, 3-line **£29.74** £35.69  
Classic Ford wheels **£69.00** £82.80

6x13 **£69.00** £82.80  
7x13 **£76.00** £91.20  
8x13 **£87.50** £105.00  
8x15 **£99.00** £118.80

**Classic Ford wheels from**  
**£69.00** £82.80

Poly 'bump stops, top axle mounting pair **£8.12** £9.75  
Escort 11/1300 front springs, 145-220lbs pair **£33.80** £40.56  
Escort RS front springs, 145-220lbs pair **£33.80** £40.56  
1.9" & 2.25" coil springs, 20,000 in stock! **from £15.90** £19.08  
Adjustable spring seat kit **£24.50** £29.40  
Helper spring adaptor, 2.25"-2.25" **£10.50** £12.60  
Gaz, adjustable front shocks **£67.60** £81.12  
Gaz, adjustable (3-way) front shocks **£299.50** £359.40  
Gaz, adjustable rate rear shocks **£65.00** £78.00  
Quick steering racks **£119.50** £143.40  
RH 2:9 ratio **£139.50** £167.40  
RH 2:4 ratio **£149.50** £179.40  
LH 2:4 ratio

H/duty quick steering racks

RH 2:4 ratio **£174.50** £209.40  
RH 2:2 ratio **£204.50** £245.40  
LH 2:4 ratio **£184.50** £225.40  
LH 2:2 ratio **£214.50** £257.40

OEM style steering rack mounts  
Roller bearing top mount - spherical bearing, each **£49.50** £59.40  
Roller bearing top mount - roller bearing, each **£49.50** £59.40  
Roller bearing plastic dust covers, pair **£9.50** £11.40  
Spherical bearing race type top mounts, pair **£49.60** £59.52

TCA's 'Pattern' style

TCA's 'OEM' style **pair £36.50** £43.80  
TCA bush insertion tool **pair £63.50** £76.20  
Twin cam anti-roll bar **£14.90** £17.88  
Anti-dive kit **£59.50** £71.40  
World cup X-member **£31.00** £37.20  
World cup mounts **£106.50** £127.80  
World cup X-member **£28.50** £34.20  
RS2000 track rod ends **£10.50** £12.60  
Group 4 style all steel U/J coupling **£19.80** £23.76  
4-link kit **£119.50** £143.40  
Heavy duty 4-link kit **£185.00** £222.00  
Group 4 round turret kit **£65.00** £78.00  
Mk1 spring shackles **£17.00** £20.40  
Mk2 spring shackles **£23.50** £28.20  
OEM Escort RS struts **£96.95** £116.34  
Group 4 spec. front RS struts **£128.00** £153.60  
Escort RS stub axles **£130.00** £156.00  
RS steering arms **£69.50** £83.40  
Heavy duty steering arms, gusseted **£79.50** £95.40  
Quick fit steering arm kit **£9.60** £11.52  
Ally hubs - standard or Group 4 **£49.50** £59.40  
Stub axle hardware kit **£10.90** £13.08  
Watts linkage kit **£199.50** £239.40  
Taper leaf springs, 146lb rate **£49.50** £59.40  
Ally tube strut brace, round tube **£44.90** £53.88  
Work style 60mm oval tube strut brace **£51.50** £61.80  
Rear lamp protectors **£12.90** £15.48  
Chassis mounted sump guard, wet sump **£137.00** £164.40  
Kaylan mudflaps, 4mm (500x300) **£16.50** £19.80  
Body jacking kit **£119.50** £143.40  
Ford hub nut socket, 3/4"D, 65mm **£13.90** £16.68



**Mk2 Front Wing**  
**£72.10** £86.52

Mk1 Mexico front wing, LH or RH each **£265.22** £318.27  
Mk2 front wing, LH or RH, std. each **£72.10** £86.52  
Mk2 front wing, LH or RH, RS2000 each **£175.00** £210.00

Full listing of all Mk1 and Mk2 body panels on our website

www.rallydesign.co.uk



**X-Flow ally radiator**  
**£179.60** £215.52

X-Flow ally radiator **£179.60** £215.52  
RS2000 (Pinto) ally radiator **£179.60** £215.52  
13/235 oil cooler **50.10** £60.12

Lockable fuel filler cap assembly **£49.50** £59.40

Silicone hose kit, Mexico or RS2000 (available blue, black or red) **£62.34** £74.81



**WCP Interrupter pump**  
**£29.00** £34.80

WCP interrupter fuel pump **£29.00** £34.80  
WCP solid state fuel pump **£19.00** £22.80  
WCP injection fuel pump **£32.19** £38.63  
Bonnet pin kits, stainless **£5.00** £6.00  
Bonnet pin kits, alloy **£7.00** £8.40  
Aerocatch **£31.00** £37.20  
Avanti map light **£19.50** £23.40  
Manifold wrap, 2" x 15 metres (50ft), Vermiculite **£29.60** £35.52  
Roll cage padding, 3ft, B1 fire rating **£6.00** £7.20

M16 calipers to fit standard discs, pair **£89.00** £106.80  
M16 calipers to fit vented discs (no spacers needed), pair **£98.50** £118.20  
M16 caliper, shouldered bolts, set of 4 **£10.99** £13.19  
Group 1 vented discs (247x20), pair **£39.00** £46.80



**M16 Calipers from**  
**£89.00** £106.80

4.25 ltr FIA plumbed-in fire system, full installation kit, FIA homologation EX 037.13  
Kit **£159.80** £191.76

### Escort Laminated & Heated Screens

Escort Mk1 front laminated screen (incl. rubber) **£69.50** £83.40  
Escort Mk2 front laminated screen (incl. rubber) **£69.50** £83.40  
Escort Mk1 front heated laminated screen (incl. rubber) **£198.60** £238.32  
Escort Mk2 front heated laminated screen (incl. rubber) **£198.60** £238.32  
Escort Mk1 front screen rubber **£24.92** £29.90  
Escort Mk1 rear screen rubber **£23.92** £28.70  
Escort Mk2 front screen rubber **£29.08** £34.90  
Escort Mk2 rear screen rubber **£29.08** £34.90  
Laser windscreen chip repair kit **£13.90** £16.68  
14" or 17" rear view mirror **£14.90** £17.88

### Escort Mk2 Rubber Parts

Bonnet bump stop pair **£6.20** £7.44  
Bonnet rail bump stop, set of 4 **£10.90** £13.08  
Bonnet bump stop, centre-rear **£5.10** £6.12  
Wiring loom bulkhead grommet **£6.90** £8.28  
Bonnet release cable grommet **£5.20** £6.24  
Steering column bulkhead grommet **£7.20** £8.64  
Handbrake backplate dust boots pair **£7.10** £8.52  
Spedo cable bulkhead grommet **£5.20** £6.24  
Throttle pedal pad **£5.20** £6.24  
Brake and clutch pedal pads pair **£8.00** £9.60  
Shock absorber top caps pair **£13.90** £16.68  
Rear bumper side plugs, set of 4 **£9.90** £11.88  
Oil line bulkhead grommet **£5.10** £6.12  
Brake servo rod bellows **£5.20** £6.24



COMMENT

Photo: Formula1.com, Jakob Ebrey, Motorsport Images



Jacques Laffite hustled his Ligier around the Caesars Palace Grand Prix turns in 1981

THE HUNT GOES ON IN AMERICA

**T**here was the predictable fanfare as Formula 1 bosses presented their plans to return grand prix racing to Las Vegas. Last week’s announcement of a three-year deal, they proudly told those who were listening, simply underlined the increased interest in Formula 1 in the States.

The race – which will, quite unusually, take place on a Saturday night (meaning an 0600hrs broadcast time on Sunday in Europe) – will take place on what sounds like an epic 3.8-mile track where speeds in excess of 210mph are predicted.

It is yet another grand prix vying for a slot on the schedule, which seems ever more likely to hit 24 grands prix next season. And it is yet another production from well-heeled organisers that will take place on a temporary track designed to make the maximum impact from its floodlit backdrop.

It will swell the F1 coffers quite handsomely too. While the expansion of races in the USA isn’t necessarily damaging the sport because these are extra races and have not taken away any of the classic venues. However, it is just a shame that it is yet another race on what is likely to be an identikit circuit when there are road courses in the USA that would provide a real challenge – but without underpinning the finances, of course.

In this issue, we speak to British Touring Car Championship legend Jason Plato, who has announced that he will taking part in his final BTCC season in 2022. He wants to go out with a bang too, and his desire to click past the 100 wins benchmark is something he could very well achieve in a well-run BTC Racing Honda Civic Type R.

Also in tin-tops, Speedworks Motorsport team boss Christian Dick tackles the readers’ questions. He is a racer at heart but has put his own ambitions on the backburner to turn his team – which also operates in the British GT Championship – into a title winner. He has been knocking hard on the door for several seasons and is desperate to make the breakthrough in 2022.

Paul Lawrence looks at a burgeoning initiative aimed at getting younger drivers involved in hillclimbing, while Nick Garton urges you to get involved in a government consultation on the use of ‘green lanes’ for motorsport. It is a piece worth reading, and make sure you take action.

**Matt James**  
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British Touring Car king snares deal in a BTC Racing Honda

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**Forest events need you...**

The latest threat to rallying between the trees. Get involved



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**Readers’ Q&A: Team boss Christian Dick**

The team patron tackles the posers set by the Motorsport News readership

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Matthew Rees: A young racer in a big hurry



# RACING NEWS



Images have been revealed of what the new race might look like



Formula 1 raced in Las Vegas in 1981 and 1982

# GRAND PRIX RACING TO RETURN TO LAS VEGAS WITH NEW NIGHT RACE DEAL

Street track to join the Formula 1 roster from 2023 onwards as United States of America gets third event

By Matt James

**Bosses of Formula 1 have struck a deal to host a grand prix on a new street track in the centre of Las Vegas.**  
The Saturday night event joins Miami and Austin as US hosts in the grand prix

line-up. Las Vegas last hosted a grand prix in 1982 when a course was laid out in the car park of the Caesars Palace Hotel. The new circuit will, according to a statement from Formula 1 bosses, sweep past famous hotels and casinos. It will run to 3.8 miles and feature 14 corners. Top speeds are expected

to reach 212mph. Formula 1 boss Stefano Domenicali said: “This is an incredible moment for Formula 1 that demonstrates the huge appeal and growth of our sport with a third race in the US.  
“Las Vegas is a destination known around the world for its excitement,

hospitality, thrills, and, of course, the famous Strip. There is no better place for Formula 1 to race than in the global entertainment capital of the world and we cannot wait to be here next year. I want to thank everyone who helped deliver this event.”  
This year’s calendar features a record-

breaking 23 rounds, should the Russian GP, which was due to take place in September, be replaced. There is room for expansion under the Concorde Agreement between teams and F1 bosses, but the top number of events that will be allowed in a calendar year, is 24.



Hamilton said he was uneasy about grand prix racing in Saudi Arabia

## SAUDI BOSSES TO ADDRESS HAMILTON ABOUT CONCERNS

Leaders of Saudi Arabia have offered to meet seven-time World champion Lewis Hamilton to talk over his comments about his concern in racing in the country.  
When the first Saudi Arabian Grand Prix took place in 2021, Hamilton said he was uneasy about competing in the country due to its human rights record.  
The 2022 event was held despite a missile attack on a nearby oil depot and government officials had to assure the leading F1 drivers and team bosses about their safety.

Saudi Arabia’s Prince Abdulaziz said he was keen to talk to Mercedes driver Hamilton about his worries.  
“I saw the comments that Lewis had, and that he had issues with some of the things in Saudi Arabia,” he said. “I told him openly and frankly that you can speak to me. Let’s sit down, discuss what are your issues, and understand where we are, because a lot of these things, you read a lot about Saudi Arabia but you don’t see what are the details.”



Mosley took his own life

## RICCIARDO PREPARED FOR LONG FIGHT BACK TO THE FRONT

McLaren driver Daniel Ricciardo says there will be no immediate fix to McLaren’s pace problems after a disastrous start to the 2022 season.  
Ricciardo has yet to register a point while team-mate Lando Norris notched the British team’s first points in Saudi Arabia with a seventh-placed finish. McLaren is eighth of the 10 teams in the constructors’ championship.  
Australian Ricciardo told autosport.

com: “If in two races’ time, we’re fighting for top five, then OK, we’ll take it and that’s a bonus. But I think mentally to remain, let’s say, calm and chill and level-headed and sensible, you need to realise that we’re not looking for three or four tenths. It’s over a second if we want to fight the wins. So I doubt it’s going to come overnight. We have to just be patient. And I think for the wellness of the team, it’s important to do that.”



McLaren team has been on the back foot in the early grands prix of 2022

## MOSLEY TOOK HIS OWN LIFE AFTER CANCER DIAGNOSIS

Former FIA boss Max Mosley took his own life after discovering he had terminal cancer, a coroners’ court has concluded.  
Mosley, who led the FIA from 1993 through to 2009, was found dead at his home last year from a gunshot wound. He was 81 years old.  
Mosley had assessed all the treatment options, but doctors had told him he likely had a “very limited life expectancy” and he had been moved to full-time care.  
Senior coroner Dr Fiona Wilcox recorded a cause of death as a gunshot wound, adding that the cancer was a contributing factor to the death of “a remarkable man”.  
She said: “I am satisfied Mr Mosley would not have undertaken this action but for the debilitating terminal lymphoma.”



Leclerc (left) and Verstappen fought out an epic battle in Jeddah

## HORNER: DRS ACTIVATION AND DETECTION POINTS NEED A RETHINK

Red Bull Racing boss Christian Horner says that F1 chiefs need to tweak the DRS zones in grand prix racing to avoid drivers deliberately slowing up to take advantage of the drag reduction systems.  
In the recent Saudi Arabian Grand Prix, Ferrari’s Charles Leclerc and Red Bull man

Max Verstappen were braking ahead of the detection points to tempt the driver behind to overtake and lose the advantage of the wing flap being deployed.  
Speaking to autosport.com, Horner said that the system needs a rethink.  
“The DRS is so powerful you could see that there was

a game of cat and mouse going on between the drivers, where they’d actually brake to a point that they actually accelerated into the corner,” Horner said. “I think maybe we should look at where that DRS detection zone is for future years. You definitely want to avoid being in that situation.”



# PLATO: I HAVE ANOTHER BTCC TITLE LEFT IN ME

## Two-time British Touring Car champion back for a farewell tour after signing for BTC Racing for 2022

Photos: Jakob Ebrey, Red Bull Content Pool



Plato will race a BTC Honda Civic

By Matt James

The British Touring Car Championship’s most successful driver in terms of race wins, Jason Plato, will return to the category this season for a farewell tour – and insists he can claim a third crown.

The 97-time race winner has inked a deal to race a Honda Civic Type R alongside team returnees Josh Cook and Jade Edwards this season. He

had a brief test in the car during the BTCC’s hybrid installation day at Donington Park last week and says he has already spotted some winning potential in the combination.

“I have worked with some world-class people and with world-class teams, and I was hugely impressed by BTC Racing after just one outing when them. There are some very clever brains at the team, and everyone knows exactly what they are doing.”

Plato says that this will be his final season in the British Touring Car Championship. He joined the series in 1997 as a factory Renault driver and has taken part in more than 600 races. He claimed the crown in 2001 and 2010. He said he wanted one last campaign to go around the country and say farewell to his fans.

The 54-year-old added: “I think I can win races and I still think I can win the championship if everything goes the right way. I want to sign off



Plato says he is fired up

while I am in a good place. I would rather walk away from the series having won a load of races this year, been in the fight for the championship and having been a contender. That would make me happy and wouldn’t that be a great way to sign off from the championship?”

The opening round of the British Touring Car Championship takes place at Donington Park on the National circuit on April 23-24.

### Hopeful Cook returns for fourth BTC campaign

British Touring Car Championship winner Josh Cook will return for his fourth season at the wheel of a Honda Civic Type R after securing a deal to remain with the BTC Racing team.

The 30-year-old Bath driver scored five wins last term on his way to third in the final points table – which marked his best BTCC performance since joining the category in 2015.

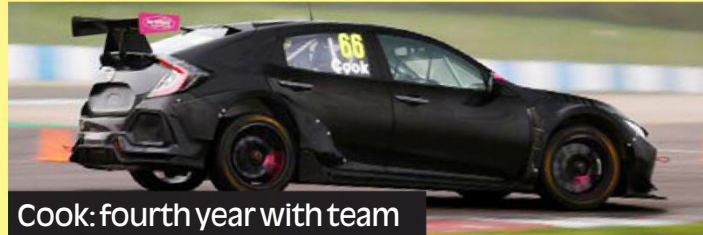
Cook, who was seventh fastest at the hybrid installation test at Donington Park last week, said: “(Team owner) Steve Dudman has been instrumental in making this happen, so I’m hugely grateful for our continued partnership. Last year was our best to date and I can’t wait to keep the momentum going into 2022.”

Dudman added: “Josh has

been an integral part of BTC Racing’s development these past three years. With his skill, knowledge and racecraft, he makes such a strong contribution to the whole team, and he has the grit and determination to be the next champion. We’re aiming for him to be a title contender from day one.”

● BTC Racing has also confirmed that Jade Edwards will return to the team for 2022 in its Honda Civic Type R for her second season with the squad.

Edwards, 31, said: “I can’t wait for my second full season in the BTCC and I’ll be aiming to build on everything I’ve learnt. I’m not there to make up the numbers and I intend on proving that from the outset. I can’t thank Steve enough for his continued support and for putting his faith in me once again.”



Cook: fourth year with team

## TURKINGTON TOPS THE TIMES AFTER DONINGTON TEST



WSR BMW man was quick

Four-time title winner Colin Turkington topped the timesheets on the British Touring Car Championship’s hybrid systems installation day at Donington Park last week.

The WSR BMW 330e M Sport driver set a benchmark time of 1m09.104s which is under the race lap record marker of 1m09.482s.

The Northern Irishman set his time during the afternoon’s running and completed 85 laps in total. Twenty-three cars took part in the event.

Turkington, who won his last

title in 2019, said he was pleased with his day’s work.

“It’s great just to get back in the car, it feels like it’s been a long time,” he explained. “It was my first experience of hybrid and you definitely feel a difference in terms of power once you deploy.

“We still have to focus on the handling and the chassis, though, that’s still number one. We want to make the car quicker and make it mechanically better, and with the hybrid system on top of that, we’ll have a fast package.”

### RESULTS

When: March 29 Where: Donington Park Runners: 23

POS	DRIVER	TEAM/CAR	TIME
1	Colin Turkington	WSR BMW 330e M Sport	1m09.104s
2	Gordon Shedden	Team Dynamics Honda Civic Type R	1m09.249s
3	Tom Ingram	Excelr8 Motorsport Hyundai i30 N	1m09.301s
4	Dan Cammish	Motorbase Performance Ford Focus ST	1m09.349s
5	Adam Morgan	Ciceley Motorsport BMW 330e M Sport	1m09.416s
6	Jake Hill	MB Motorsport BMW 330e M Sport	1m09.510s
7	Josh Cook	BTC Racing Honda Civic Type R	1m09.529s
8	Ash Sutton	Motorbase Performance Ford Focus ST	1m09.569s
9	Dan Rowbottom	Team Dynamics Honda Civic Type R	1m09.630s
10	George Gamble	Ciceley Motorsport BMW 330e M Sport	1m09.658s



Loeb ran Ferrari at Spa  
LOEB TIPPED TO JOIN DTM IN A FERRARI

French rally ace Sebastien Loeb has been linked to a Red Bull-backed assault on the GT3-based DTM this year after a recent test with the AF Corse team.

The nine-time World Rally champion, 48, has raced before and took second place at Le Mans in 2006 in a Pescarolo and he has been a race winner in the World Touring Car Championship.

AF Corse is scheduled to field Kiwi Nick Cassidy and Felipe Fraga in 2022, although Cassidy has clashing commitments in Formula E and the World Endurance Championship.

It is rumoured that Loeb could be drafted into the line-up as a stand-in for Cassidy when his Extreme E commitments allow.



### WRAPS COME OFF HILL’S BTCC ROKIT

MB Motorsport took the wraps off its new British Touring Car Championship livery last week and driver Jake Hill took part in the series’ hybrid installation day at Donington Park. MB sporting director Mark Blundell said: “A heartfelt thanks to all our valued partners for their continued support and to Dick (Bennetts) and all the team at WSR who have prepared the car excellently. I’ve no doubt that with Jake behind the wheel, it will be as fast as it looks!”

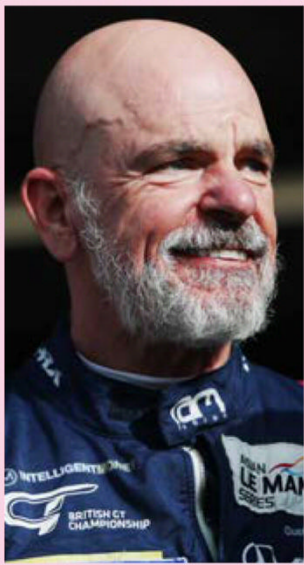
### NEW COLOUR SCHEME FOR MOTORBASE DUO

The Motorbase Performance team unveiled a new look for the cars of Sam Osborne and Ollie Jackson at Donington Park last week. The machines will race under the Apec Racing with Beavis Morgan banner and both cars took part in the BTCC’s hybrid installation sessions at Donington Park alongside the sister Napa Racing Ford Focus STs of Ash Sutton and Dan Cammish.





# RACING NEWS



Loggie: seat time

## LOGGIE ADDS GT CUP TO 2022 PLANS

British GT frontrunner Ian Loggie has added a full GT Cup championship season with his RAM Racing Mercedes-AMG GT3 to his 2022 itinerary. Am driver Loggie with RAM finished close runner up in 2021's British GT standings, and this year is back hunting the title with Jules Gounon as his main partner. And Loggie has now added another GT3 campaign for 2022 as part of a two-car RAM GT Cup effort; he will drive solo while piloting the other Mercedes are Mike Price and Callum Macleod, who together finished third in 2021's GT Cup GTH standings in a Balfie McLaren. Loggie said: "In GT racing seat time is king, so for me this programme is a great chance to gain extra experience of the AMG GT3 around my British GT commitment, which is my main focus this year."

# SHARP GROWTH IN BRITISH GT GRID FOR 2022

Seventeen GT3 and 15 GT4 full-season entries represent a one-third increase compared with last year

By Graham Keilloh

British GT has a 32-car provisional 2022 full-season entry that represents a 33% increase from last season as the championship celebrates its 30th anniversary.

For 2022's nine-round campaign, starting at Oulton Park over the mid-April Easter weekend, there are 17 GT3 and 15 GT4 entries, British GT's largest permanent field since pre-pandemic 2019.

There is particular growth in GT3's number that is up from 10 full-season entries in 2021, with Silver-Ams rising from two to six.

However the Barwell Lamborghini of reigning champions Leo Machitski and Dennis Lind has been removed from the full-season entry following Motorsport UK banning Russian-licensed drivers including Machitski. Barwell is evaluating race-by-race options for the slot.

The entry also reveals Taiwanese driver Betty Chen competing in Century's GT3 BMW with her partner unconfirmed as Motorsport News went to press, while 20-year-old 2021



Even more cars in '22 British GT

GT Cup runner-up Tom Rawlings joins Chris Salkeld in Century's GT4 effort.

Last year's GT4 runner-up Matt Cowley returns in his Academy Mustang, while 2014 champion Ross Wylie is also back, in a Valluga Racing Porsche 718 Cayman GT4. Both Cowley and Wylie are in Silver Cup entries with to-be-announced partners.

Last year's GT3 runner-up Ian Loggie in his RAM Mercedes will

rejoin with former driving partner Callum Macleod at this year's Silverstone, Snetterton and May Donington Park rounds, where Loggie's regular partner Jules Gounon has clashing commitments.

McLaren has also confirmed it will not run its Driver Development Programme in British GT this year. It entered two Team Rocket RJN McLaren 570Ss in 2021.

Photos: Jakob Ebrey

### FULL-SEASON ENTRY LIST

#### British GT 2022 GT3

TEAM/ENTRANT	NO	CAR	DRIVERS	CATEGORY
Team Rocket RJN	2	McLaren 720S GT3	Simon Watts/James Kell	Silver-Am
Aspetto Motorsport	3	Bentley Continental GT3	Mark Sansom/Will Tregurtha	Silver-Am
2 Seas Motorsport	4	Mercedes-AMG GT3	James Cottingham/Lewis Williamson	Pro-Am
Greystone GT	5	McLaren 720S GT3	Stewart Proctor/Lewis Proctor	Silver-Am
RAM Racing	6	Mercedes-AMG GT3	Ian Loggie/Jules Gounon	Pro-Am
Team Abba Racing	8	Mercedes-AMG GT3	Richard Neary/Sam Neary	Silver-Am
Paddock Motorsport	11	McLaren 720S GT3	Kelvin Fletcher/Martin Plowman	Pro-Am
RAM Racing	15	Mercedes-AMG GT3	John Ferguson/Jamie Caroline	Silver-Am
WPI Motorsport	18	Lamborghini Huracan GT3 Evo	Michael Iggoe/Phil Keen	Pro-Am
Balfie Motorsport	22	Audi R8 LMS Evo II GT3	Shaun Balfie/Adam Carroll	Pro-Am
Redline Racing	32	Lamborghini Huracan GT3 Evo	Alex Malykhin/James Dorlin	Silver-Am
Fox Motorsport	40	McLaren 720S GT3	Nick Halstead/Jamie Stanley	Pro-Am
Team Parker Racing	66	Porsche 911 GT3 R	Nick Jones/Scott Malvern	Pro-Am
Barwell Motorsport	72	Lamborghini Huracan GT3 Evo	Adam Balon/Sandy Mitchell	Pro-Am
7TSIX	76	McLaren 720S GT3	Mia Flewitt/Euan Hankey	Pro-Am
Enduro Motorsport	77	McLaren 720S GT3	Morgan Tillbrook/Marcus Clutton	Pro-Am
Century Motorsport	91	BMW M4 GT3	Betty Chen/TBA	TBA

#### GT4

TEAM/ENTRANT	NO	CAR	DRIVERS	CATEGORY
Motus One Racing	7	McLaren 570S GT4	Dave Scaramanga/Will Powell	Pro-Am
Century Motorsport	9	BMW M4 GT4	Chris Salkeld/Tom Rawlings	Silver
Inspire Racing	14	EKris M4 GT4	Richard Marsh/Gareth Howell	Pro-Am
R Racing	23	Aston Martin Vantage AMR GT4	Josh Miller/Jamie Day	Silver
Steller Motorsport	24	Audi R8 LMS GT4	TBA/TBA	TBA
Paddock Motorsport	26	McLaren 570S GT4	Ashley Marshall/Moh Ritson	Silver
Newbridge Motorsport	27	Aston Martin Vantage AMR GT4	Matt Topham/Darren Turner	Pro-Am
Steller Motorsport	42	Audi R8 LMS GT4	TBA/TBA	TBA
Toyota Gazoo Racing UK	48	Toyota GR Supra GT4	Tom Edgar/Jack Mitchell	Silver
Valluga Racing	51	Porsche 718 Cayman GT4 RS CS	Ross Wylie/TBA	Silver
Aspetto Motorsport	56	Ginetta G56 GT4	Joe Wheeler/Freddie Tomlinson	Silver
Academy Motorsport	61	Ford Mustang GT4	Matt Cowley/TBA	Silver
Team Parker Racing	65	Porsche 718 Cayman GT4 RS CS	Seb Hopkins/Jamie Orton	Silver
Team Brit	68	McLaren 570S GT4	Aaron Morgan/Bobby Trundle	Pro-Am
Century Motorsport	90	BMW M4 GT4	Jack Brown/Will Burns	Silver

## PADDOCK GROWS TO MULTI-CLASS McLAREN BRITISH GT '22 EFFORT

Paddock Motorsport has expanded its British GT championship assault for this season after switching to McLaren for a combined GT3 and GT4 programme.

Familiar Pro-Am pair Martin Plowman and Kelvin Fletcher return, now aboard a McLaren 720S GT3 rather than the Bentley Continental they competed with last season.

And they are joined by a new GT4 McLaren 570S driven by Ashley Marshall – who won in British GT4 at Spa last season –

and debutant Moh Ritson who finished second in GT Cup's GTH class last year with Paddock.

Soap actor and Strictly Come Dancing winner Fletcher alongside Plowman won British GT's 2019 GT4 Pro-Am title with a Beechdean Aston Martin. Having sat out Covid-disrupted 2020, they made their planned GT3 step up last season in a Bentley, initially with JRM before switching to their own Paddock outfit from round two. They finished second at Snetterton and Fletcher took

pole position at Oulton Park.

Fletcher said: "The team was flying by the seat of its pants last year. When [the JRM relationship] unravelled we were left with no choice but to turn Paddock into a bona fide British GT operation literally overnight.

"Just having the Bentley on track each weekend required a minor miracle. We can now put that experience to good use by expanding further this year. Paddock is already the race team we hoped we'd have maybe two or three years down the line."



Fletcher is looking for more British GT success in 2022



Burton (centre) is switching to Carrera Cup GB with Century as part of a new tie-up

## BURTON AND CENTURY IN CARRERA CUP ATTACK

Reigning British GT champion Gus Burton and his Century Motorsport team will race in Porsche Carrera Cup GB this season as part of a new expansion by the squad.

Burton, 19, alongside Will Burns in a BMW M4, and Century took dominant British GT4 drivers' and teams' crowns in 2021. Burns will defend his British GT4 crown this year as part of a two-car Century GT4

entry, with Century also adding a GT3 effort.

Burton's switch is part of a Century multi-year partnership deal with gold specialist Rosland Capital Gold. Under this James Kellett will also race in Ginetta GT4 Supercup and Blake Angliss in the Supercup's G55 class.

Century team principal Nathan Freke said: "[Rosland Gold] had a vision of their own

branded team with the best drivers available to be fighting for multiple championships. We believe we have assembled this package and are ready for the challenge.

"Gus has proven himself over the last couple of years as a super-fast and level-headed driver. We've had a great testing programme and will be arriving at round one ready to fight for victories."

## GINETTA RECRUITS DRIVING STANDARDS REPRESENTATIVES IN NEW MOVE

Ginetta has recruited experienced racers Jonny Kane, Tom Onslow-Cole and Thomas Erdos as driving standards representatives in an initiative starting this season.

One out of British Formula 3 champion Kane, British Touring Car Championship star Onslow-Cole and British GT champion

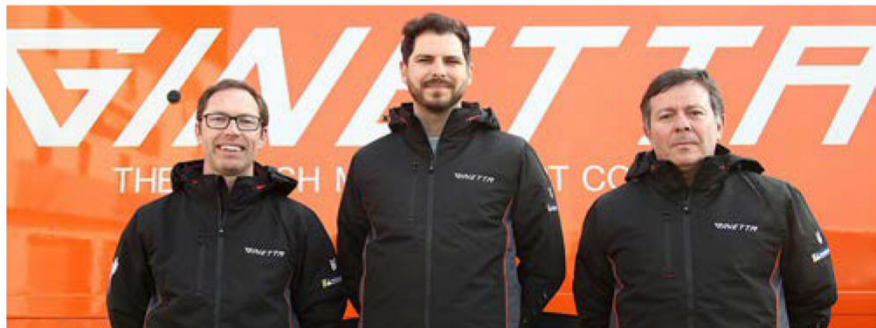
Erdos will be present at race events throughout the season, working directly with the clerk of the course and Ginetta championship management.

The trio will work on judicial processes across Ginetta's four domestic championships with the aim of using their racing

knowledge to ensure fair and competitive racing as well as assist a transparent and consistent process for applying penalties.

Ginetta championships manager Steph Bush said: "We feel it is vital to have a clear and consistent approach to managing driving standards and the judicial processes

across our championships. Ginetta bring a lot of new drivers into British motorsport every season, many of whom go on to race in different categories in the UK and abroad, so we feel it is important to try and promote the highest driving standards possible for them to carry through their racing careers."



Kane (l), Onslow-Cole and Erdos (r) will aid Ginetta racing





Loake is looking for title with JHR

# LOAKE AIMS FOR CHAMPIONSHIP WITH BRITISH F4 RETURN

British Formula 4 race-winner Joseph Loake is aiming for the title this year after confirming he'll remain with JHR Developments in the championship for 2022.

The 16-year-old rejoins the reigning drivers' and team's champion to build on his maiden season wherein he won three

races, including a wet-weather triumph on debut at Thruxton, on his way to sixth in the standings.

Fiesta Junior champion Loake also got experience of British F4's new Tatuus T-421 in the F4 UAE series over the winter. He now joins at JHR for British F4 his also recently announced team-mates

Noah Lisle plus Georgi Dimitrov, who also took three wins during his 2021 British F4 debut, in his case in a part campaign with Richardson and Arden.

Loake said: "I'll be going for the championship – that's the main goal. With my experience in the series last year and racing in F4 UAE in Dubai, I have been

heavily involved with helping the team to develop the new car. Everyone in the team is working in unison and we have done a really good job while making some breakthroughs which we hope will pay off.

"The new car is a lot different, but it really suits the way that I like to drive, so hopefully it will be a good year."

# PALMER HAILS GB4'S FIRST RACE MEETING

The MSV chief executive salutes "really good" debut weekend at Snetterton for the new low-cost junior single-seater championship and predicts the initial 12-car grid will grow to up to 18 entries this season

Photos: Steve Jones, RWilliams Photography, Jakob Ebrey



Twelve raced in GB4's Norfolk debut meeting

By Graham Keilloh

**MotorSport Vision boss Jonathan Palmer has declared the GB4 championship's debut at Snetterton last weekend a success and expects its grid numbers to grow during this season.**

Twelve cars competed in the first meeting of MSV's low-cost Formula 4-level single-seater contest. The three race wins were shared by three different drivers and there were only three retirements during the meeting.

Palmer said: "Having 12 cars in our first-ever race was a really good start in what is a completely brand-new championship. I don't think there is anybody here who would have been on a British F4 grid. It is, as we always intended, a championship that's aiming for those

who can't get near a British Formula 4 grid but want to develop their careers in single-seater racing.

"I have no doubt from the mood around that the grid's going to grow and I'm sure we'll have 15-plus, 18 cars towards the end of the year."

Kevin Mills, boss of Kevin Mills Racing which left Norfolk leading the teams' standings, shared Palmer's enthusiasm. "It's been excellent, unbelievable promotion, the media's been amazing, the cars have ran really well, the racing has been what you'd expect," Mills told Motorsport News.

The turnout was bolstered by late additions, including Hillspeed inking one-off deals for Megan Gilkes and Max Marzorati who scored a 1-2 in Snetterton's third race.

# THE 116 TROPHY GETS BUMPER 40-CAR ENTRY

The 116 Trophy is set for a bumper 40-car grid this Sunday as the low-cost BMW 116i endurance series kicks off its latest season with a 90-minute Croft enduro.

The eight-meeting 2022 series runs mainly at 750 Motor Club meetings, and its grids last year peaked at around 30.

116 Trophy promoter Mark Bate told Motorsport News: "The fact that the drivers are quite vocal about how they're looking forward to the racing and how much fun they have when they're there [explains the interest], and when people hear that it sways them. It becomes contagious.

"It's definitely not us selling it,

it's the drivers themselves."

Touring car stars Steve Soper and Tim Harvey are also set to compete in 116 Trophy this year at some point, having both tested the car.

"[Harvey] absolutely loved the car," Bate added, "he just got the fact that it was cheap and it was fun, and he got out of it really really interested and dead eager to get racing and get his son into racing, they're talking about coming through the Trophy.

"Because of the amount of track time and it's rear-wheel drive, if you cut your teeth in a Trophy car it sets you in good stead."



BTCC stars Soper and Harvey are set to join 2022's growing 116 grid



Organisations are teaming up to offer funded kart season

# TEAM HARD AND X-KART OFFER £25K SCHOLARSHIP

A fully funded season in 2023's Junior Kart championship is up for grabs to a promising youngster thanks to a scholarship from TeamKarting and chassis builder X-Kart alongside Team Hard.

Those aged 12-15 can enter the talent-finding competition wherein the winner gets a prize worth £25,000 of the season including tyres, fuel and driver support.

Entrants set the fastest lap they can at TeamKarting indoor circuit in Rochdale and the fastest 50% will be invited to stage two at an outdoor kart track this autumn. The top three from that will receive prizes, with the winner getting the funded season.

There is a £99 registration fee plus a £50 charge for each stage one session. Entrants can set their times any time before August 30. For more information visit: [team-hard.com/hard-x-kart-scholarship-2023/](http://team-hard.com/hard-x-kart-scholarship-2023/).

TeamKarting and X-Kart owner Matty Street, who also partners with all-disabled British GT team Team Brit, said: "[Team Hard] has a great reputation in British motorsport and will be able to offer the highest quality advice, guidance and support through the scholarship on offer."

Team Hard business development manager Claire Murdoch added: "We are relatively new to the karting world so it's great to be able to lean on Matty and his team."

# COMBE LAUNCHES 2022 WITH TRACK DAY

Castle Combe Racing Club 10 days ago held the Wiltshire track's first ever pre-season media and track day in its 72-year history for competitors in the club's races and championships.

The day, as well as being an opportunity to preview the club's four racing contests for 2022, provided track time in great weather for club members before Combe's racing season starts as traditional with Howard's Day on Easter Monday, April 18.

Cars representing Combe's Saloon, GT, Formula Ford and Hot Hatch contests were present, along with some Mighty Minis, which joins CCRC's portfolio of races officially for the first time this year.

Reigning Castle Combe GT champion Tony Bennett in the evening's awards party received the club's driver of the year trophy while commentator and presenter Chris Dawes won the spirit of Castle Combe award.

Formula Ford team owner Wayne Poole said: "Don't change anything for next year, leave the format of the day exactly the same, including this great weather."



GT champion Bennett got award



**2022**  
08 ROUNDS

**116 trophy**

## THE SERIES

Now in its fourth year of running, the Gaz Shocks 116 Trophy, sponsored by Laser Tools, is an ambitious, unique, competitive and inclusive one-make endurance race formula. Dedicated to the BMW 116i, holding events across the UK's most historic circuits and in partnership with the 750 Motor Club, the 116 Trophy is the country's fastest-growing RWD Endurance series. Through a combination of consistent regulation, minimal modifications and a strong focus on feedback from our community we are proud to be able to offer Motorsport enthusiasts a gateway into racing.

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\*Booking fee applies. Under 18s must be accompanied by an adult.  
 Drivers must adhere to the track rules and regulations. Warning motorsport can be dangerous.



## RALLY NEWS

# BREEN HOPING ITALIAN JOB WILL GET WRC BACK ON TRACK

## Irishman enters Rallye Sanremo to get Croatia match practice – and chase win hat-trick

Photos: mcklein-imagedatabase.com



Breen had torrid Rally Sweden

By Graham Lister

**Craig Breen will go for a Rallye Sanremo triple this weekend – and get match fit for the Croatia Rally, where much is expected from the Irish ace, in the process.**

The Italian championship round is heavy on undulating, narrow asphalt roads that are not too dissimilar to those found on Croatia's World Rally counter, which is based in Zagreb from April 21-24.

After placing third on the Monte Carlo Rally in January in an M-Sport Ford Puma Rally1, Breen was quickly in trouble on Rally Sweden the following month where a "very stupid mistake" ruled out a strong result after only one stage.

While a puncture at the start of day two in Croatia last April meant Breen was an also ran, his second fastest time on the powerstage

pointed to what might have been.

Although Breen will use a Rally2-specification Ford Fiesta in Sanremo rather than his regular Puma in line with Italian championship rules, the event will still provide useful practice for round three of the WRC.

"It's been a while since Rally Sweden and with Croatia coming, Sanremo presented a good opportunity to get back into competition mode again," Breen said.

Rallye Sanremo marks Breen's first appearance in a Fiesta Rally2 and only his second outing alongside co-driver John Rowan, who is deputising for Breen's usual wingman Paul Nagle.

"We'll give it everything we can to make it three in a row," Breen said. "It's a rally that I've really enjoyed in the past. We've managed to win it the last two occasions and I couldn't miss it again this year."



Breen will tackle Sanremo

Breen finished sixth on his Rallye Sanremo debut in 2012, dropped out with suspension failure in 2013 before returning and winning in 2019 driving a Skoda Fabia R5. He took his second victory, again with Nagle, in a Hyundai i20 R5. A third win for Breen would put him joint second on the all-time list of Sanremo winners.

All 11 stages, which total a competitive distance of 76.310 miles, run on Saturday. Andrea Crugnola is the top seed after winning round one of the season.

## NEW WRC RULES COME INTO EFFECT FROM CROATIA

The penalty for each stage missed in the FIA World Rally Championship due to a safety issue affecting a Rally1 hybrid unit has been changed from 10 minutes to two.

In an amendment to Article 54.2.1 of the WRC Sporting Regulations, the FIA World Motor Sport Council agreed during its gathering in Bahrain last month to the rule adjustment providing the unit was being operated within its normal parameters at the time of the issue.

The rule tweak follows last month's Rally Sweden where Elfyn Evans and Ott Tanak both suffered hybrid-related failures.

In other regulation changes agreed by the WMSC, Hybrid Electric Vehicle refuge points will be identified by a new sign in response to feedback from Rally1 drivers.

They reported the HEV refuge points, where assistance is available in the event of a hybrid issue, were not as easy to identify as they could be. This has resulted in the FIA World Motor Sport Council approving a proposal to create a bespoke sign to highlight the location of HEV refuge points on special stages.

From Croatia Rally onwards, a blue circular sign with black letters will be erected at the mid-point and end of stages.

Meanwhile, former FIA Rally Director Jarmo Mahonen has been appointed FIA Rally Commission President. A former linchpin of the Rally Finland organising team, Mahonen will combine his FIA Rally Commission Presidency with his role as chair of the AKK-Motorsport, the Finnish ASN. Swede Roger Engstrom was announced as WRC Commission president in February.

## BRITON EVANS SAFE FROM TOYOTA TEAM ORDERS... FOR NOW

Elfyn Evans won't be prevented from trying to cut the gap to World championship leader and Toyota team-mate Kalle Rovanpera – for now at least.

The Briton is 42 points behind Finn Rovanpera after a miserable start to 2022, his first campaign without Sebastien Ogier, the driver who denied him two WRC titles in succession, as a season-long adversary.

But he has ground to make up if he's to challenge for the championship once again, although Toyota team chief Jari-Matti Latvala has no plans to stand in his way.

"For me, using team orders is only for the very end of the year when you have to secure the championship," Latvala told WRC.com. "When I was a driver I was not the fan of team orders

and that didn't really change now.

"As a team, we don't really like team orders and if [Esapekka] Lappi is leading when we are so early in the season and still if he can score the points for the team this is, let's say, more important.

"If he is ahead of Kalle or Elfyn, I don't think we need to do any actions. I don't think we want to do any team orders in that situation."



Toyota team boss Latvala will not impose driver orders



Solberg will be back in harness on Rally Croatia

## THIRD IN A ROW FOR SOLBERG IN CROATIA

Oliver Solberg will continue in Hyundai's third factory i20 Rally1 on the Zagreb-based Croatia Rally this month.

Hyundai announced the Swede and British co-driver

Elliott Edmondson for the sealed-surface event, which hosts round three of the 2022 World championship season from April 21-24.

Solberg will link up with

Thierry Neuville and Ott Tanak in Hyundai's factory effort with Dani Sordo's first start set for Rally Portugal in May.

"I didn't compete [in

Croatia] last year so it will be a new one for me, but it looked like a really fun and challenging event," said Solberg. "I'm really excited about the event."

## JUNIOR WRC CHAMPION KRISTENSSON SET FOR SEASON LESS ORDINARY

Tom Kristensson, who drove for M-Sport in WRC2 last season as his prize for winning the Junior WRC in 2020, has turned to a Polish privateer team for career salvation.

Unable to fund a further season in the World championship's second tier, Kristensson has joined Kowax/2B Rally for mixed programme of national and international events, including three rounds of the European championship, in a Hyundai i20 N Rally2.

"I have been spoiled with success in past seasons but the job to set this season has not been easy with sharp costs, a troubled world with a war in Europe and the global pandemic," Kristensson said. "Since no championship will be followed fully, the calendar can be changed during the season."



# RALLY NEWS

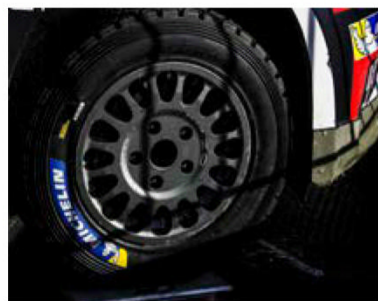
## MICHELIN OFFERS ERC INCENTIVE TO BRITISH CHAMPION

The 2022 British Rally champion will be offered four free tyres from Michelin for each round of the 2023 European Rally Championship should they progress into next season.

Michelin is one of several official tyre suppliers for this year's BRC but is the first to offer a prize fund. Michelin's Tim Hoare said: "It's a substantial tyre package and Michelin has always been supportive of talented drivers throughout the decades."

"As well as the ERC-Michelin Talent Factory tyre offer, this bolsters the incentive and means we will be alongside to help them make that leap and reduce the costs [of competing]."

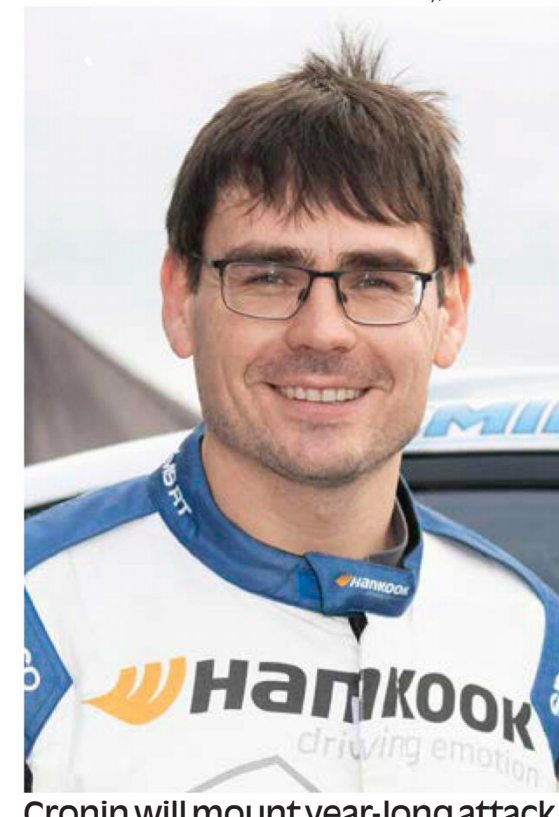
Since the BRC's relaunch in 2016 with four-wheel-drive cars, no competitor has won on Michelin rubber. Elfyn Evans and Keith Cronin both ran DMACKs while all of Matt Edwards' successes have been with Pirelli tyres.



Michelin to offer prize



Cronin Sr (above) will handle a Volkswagen this season



Cronin will mount year-long attack

# CRONIN SEEKS TO EMULATE McRAE

## Irishman eyes deal to handle VW Golf GTi R5 in UK's highest profile series

By Martin Walsh

**Four-time British Rally champion Keith Cronin is on the verge of securing a deal that will give him the chance to try and equal Jimmy McRae's record of five BRC titles.**

The 35-year-old will campaign the VW Polo GTI R5 previously

driven by his younger brother Daniel on the opening rounds of the Irish Tarmac Rally Championship in Galway and West Cork. Keith contested last weekend's Motorsport Ireland National Championship round, the Birr Rally, in the machine.

The Cork driver told Motorsport News: "The British Rally

Championship is still the target and it's looking like we will get there."

Cronin, who last claimed the British title in 2017 at the wheel of a Ford Fiesta R5, last appeared in the BRC when he took a fifth-placed finish overall on the Ulster Rally, also at the wheel of a Fiesta R5. He was the third BRC-registered car home and that helped him to secure

sixth in the final 2021 points table.

He added that he would be confident going back into the UK's top-flight series despite a lack of recent mileage.

Cronin was a visitor to the West Cork Rally in the middle of March. After that event, he said: "The pace [of the R5 runners] has definitely gone up. The boys are pushing each

other much harder. Even when Craig [Breen] was there in 2019, yes, he was winning, but the others were pushing him hard. I think the level has gone higher again."

Cronin, who was the first driver to win the Irish Tarmac title in an R5 car at the controls of a Citroen DS3 in 2016, will not register for points for the Irish National series.

## SPECTATORS BACK FOR SELECTED NICKY GRIST STAGES

Spectators will be welcomed back to the Nicky Grist Stages, hosting both the British Rally Championship, BTRDA Rally Series and Welsh championship on July 9 after being absent from last year's rally due to Welsh Covid-19 government restrictions.

However clerk of the course Neil Cross told MN that the spectator zones will be on the

popular Halfway and Crychan stages – on Natural Resource Wales land – meaning the Epynt stages remain out of bounds.

"The important thing is for the long-term future of the sport, we need to be working with our landowners," Cross said.

"The events work really hard with the landowners, and we need the spectators to respect that. I know that spectators

are being allowed down on the Tour of Epynt - I can't talk for Port Talbot Motor Club but I know it's very much a put a foot wrong and the military are going to go 'no.'"

Whether the cause of Epynt's continued closure is a previous incident, the current record numbers of Covid cases or a higher state of alert among the armed forces resulting from the

invasion of Ukraine has not been made clear.

Spectators are however requested not to attempt to follow the action through these stages.

"What I would ask is we want to encourage spectators, we want to encourage people to come and watch the sport but we need to ask them to respect the wishes of our stakeholders," Cross added.



Fans will be allowed on certain sections of Nicky Grist Stages

## HIRST: BREAKTHROUGH VICTORY IN R5 MACHINE CHANGES NOTHING

Matthew Hirst is relaxed and admits he has "no real expectation" of fighting for the BTRDA Gold Star and Welsh Rally Championship titles despite winning Rally North Wales, only his third event with his Ford Fiesta R5.

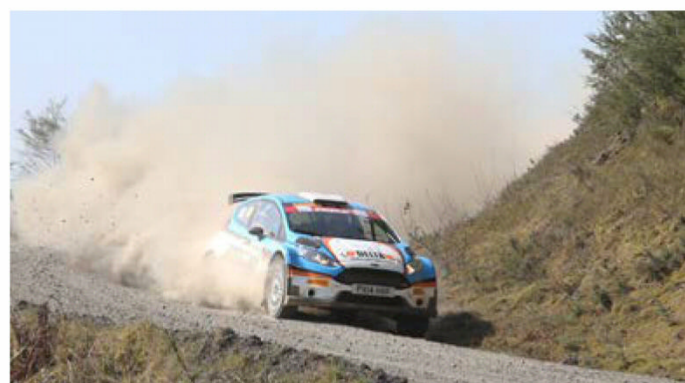
Hirst leads the Welsh standings heading into this weekend's Rallynuts Stages and is fifth in the BTRDA points but remains cautious in his approach.

"I'm trying to just enjoy it at this point and

not think about the championships too much," Hirst told MN.

"Obviously it's a long year and it's about longevity with it, not tiring yourself out too early on. The amount of prep you've got to put in, I'll just look at it rally by rally and not focus on the championships as much. There's no real expectation, that's the beauty of it. There's no pressure."

The Rallynuts Stages has attracted a strong entry, led by last year's



Hirst will take steady approach despite win

winner Elliot Payne. Last month's Malcolm Wilson Rally winner Stephen Petch, together with Hirst Ian Bainbridge,

Perry Gardner and Tom Llewellyn, all offer strong opposition as does Welsh series frontrunner Dylan Davies.

## RALLYING STALWART AND LIAISON OFFICER MIKE SONES PASSES AWAY

Motorsport News was saddened to learn of the passing of former BTRDA chairman, Motorsport UK representative on the FIA rallies commission and competitor Mike Sones at his home last week.

Sones was a true rally man – what he didn't know about the

sport wasn't worth knowing – and he performed a variety of roles throughout his career.

His biggest rallying success as a competitor came on the 1975 Circuit of Munster where he and John Price won in a Porsche 911.

Throughout his life, Sones greeted seasoned pros and

complete amateurs with humour and immense knowledge, making him such a popular and renowned competitor liaison officer on several events, including Wales Rally GB.

MN extends sincere condolences to Mike's family and friends.

## RALLY MEN RALLY TOGETHER TO ARRANGE UK ASSISTANCE FOR UKRAINE

Fynn Watt, son of former Prodrive head of sales Angus, is campaigning to help refugees at the Ukraine-Poland border and is urging people to help carry out supply missions.

Watt has launched a campaign

to arrange for UK citizens to fly out and drive vans filled with aid for refugees to the border, and when MN went to press more than £25,000 had been raised.

Father and son, together with friends, spent last week carrying

supplies and shuttling people with logistical support from M-Sport Poland.

Anybody interested in helping future missions should contact speaktofyynn@gmail.com.



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## FIRC ANNOUNCES 2022 CALENDAR

Organisers of the Flanders International Rally Challenge have announced a seven-round calendar for 2022.

The championship, which is for non-Belgian drivers, is in its 12th year and consists of seven regional rallies in the Flanders and Wallonia areas of Belgium.

Championship co-ordinator Kristof Denaeghel says it has been a frustrating time for the series “Belgian rallying, like everywhere else, has been under the Covid cosh for the last two years, and we hope competitors will at last enjoy Belgian hospitality again. We tried to run last year but it didn’t work out, so maybe third time is a good time.”

The championship has classes for four-wheel-drive, two-wheel-drive and historic machinery, with the best five scores from seven rounds counting. Each rally consists of 10 to 12 stages on closed public roads, with recce and scrutineering on Saturday and competition on Sunday, except for Wervik, which is Friday / Saturday.

Changes for 2022 include the TBR Rallysprint in July becoming a short rally, using multiple runs over two stages instead of one.

CALENDAR
Flanders challenge
Rallye Salamandre, Beaumont: <b>April 23-24</b>
ORC Canal Rally, Oostrozebeke: <b>May 28-29</b>
Wervik 12hrs, Wervik: <b>June 10-11</b>
TBR Rallysprint: <b>July 9-10</b>
Les Boudes Chevrotines, Sivry-Rance: <b>July 30-31</b>
Hemicuda Rally, Koekelare: <b>October 15-16</b>
Kortrijk 6hrs, Kortrijk: <b>November 19-20</b>

# IRELAND SEEKS TO RESOLVE RULES SCHISM

## Chiefs seeks to clarify eligibility of left-hand drive and right-hand drive machines

Photos: William Neill



Runners want Irish clarity

By Jason Craig

**Irish Tarmac Rally Championship chief Paddy Flanagan has urged sanctioning body Motorsport Ireland to make every R5 and Rally2 car eligible to win international events in Ireland.**

Currently, only left-hand-drive cars can compete for overall honours.

Flanagan expressed his frustration at the impasse and declared that Motorsport Ireland must sign off on the rule change. “They have the ability to make the change many drivers are looking for,” he told Motorsport News.

“I, and many others, have been fighting for this rule change for the best part of three-and-a-half years now. And from an Irish Tarmac Championship point of view, we have tried everything within our power to get this over the line, we have explored every avenue, but we have run out of road.”

Tarmac champions Garry Jennings and Tim McNulty both withdrew from last month’s West Cork Rally in protest at the lack of movement, citing concerns for their safety and that of spectators.

“I don’t feel comfortable being

forced to use a left-hand-drive R5 car and I know there are others like it,” said Jennings. “People I have chatted to about this – people who know absolutely nothing about rallying – can’t understand why I can’t use a right-hand-drive car in Ireland to win a rally.”

There currently is a loophole that creates parity for all R5 and Rally2 cars – but this relies on every motor club such as Galway, Killarney and Donegal being part of the European Rally Trophy (ERT).

“If a rally like West Cork or Donegal is also a round of the ERT, that levels the playing field... but we don’t want to have to rely on that,” Jennings said. “The significance of something like this for the championship would be massive because it would open it up to more drivers.”

A spokesperson for Motorsport Ireland (MSI) said: “We would be hopeful that an agreement can be reached this year and that all Irish internationals in 2023 will run in the same format, allowing all [R5 and Rally2] cars to run together. A meeting was recently held with the clubs that run international rallies in this jurisdiction to explain this.”

## BUTCHER RETURNS TO REGIONAL ROOTS BEFORE POSSIBLE ASPHALT OUTINGS

Nissan Sunny GTi driver Chris Butcher got his planned mix and match 2022 season underway at last month’s Tour of Caerwent, although broken suspension put paid to the fruits of his winter preparation.

In 2021 Butcher’s planned season-long campaign in the MSUK National Asphalt Championship was stymied by repeated engine and

electrical problems, prompting a busy close season to resolve the gremlins. “Last season was a disaster; just when we thought we had solved each problem, another one came up to bite us” he told MN.

“This year’s Welsh National championship looks very competitive and has a good mix of enjoyable rallies that are relatively

local. It will give us a chance to check the changes we’ve made and regain confidence in the car. When it is running properly the Nissan is an awesome piece of kit and a joy to drive.”

Once the car proves reliable, Butcher says that he will enter selected rounds of the National Asphalt championship later in the season.



Chris Butcher was thwarted on Caerwent by broken suspension

### ROAD RALLY ROUND-UP

#### Error-free run lands Rali Bro Preseli victory for Davies and Williams in their Peugeot

Road rallying returned to the lanes of South Wales, with Steffan Davies/Iwan Williams taking victory on the novice-oriented Rali Bro Preseli.

Iwan Lloyd/Dylan Evans were fastest over the opening section but then lost four minutes in a ditch on the second and, having later missed a control, finished in 24th place at the end.

The long second section sorted

out the gaggle of crews battling for the lead. Hefin Jones/Arwel Thomas led after it but then, on the third section, booked in early at a time control and added two minutes to their total.

A consistent run, avoiding errors, allowed Davies/Williams through to the win. One-time leaders, Eilir Williams/Owen Davies, were runners up,

with Jones/Thomas in third.

Robi Wood/Osian Davies survived a tough route to claim a narrow win on the Moonlite Rally in Shropshire. They finished just five seconds ahead of Matt Barker/Nick Bloxham. Richard Jerman/Alan James suffered a puncture on a vital section and came in third at the Finish.

Mark Lennox/Ian Beamond

would have won by 30 seconds but failed to collect a signature for a code board; the subsequent fail dropped them to 12th. Top seeds George Williams/Wil Atkins made the same error.

Ian Mills

#### Results

##### Rali Bro Preseli

Organiser: Teifi Valley Motor Club When: March 26-27 Where: Pembrokeshire

Championships: None Route: 75 miles

#### Starters: 62.

1 Steffan Davies/Iwan Williams (Peugeot 206) 10m33s; 2 Eilir Williams/Owen Davies (Vauxhall Corsa) +1m13s; 3 Hefin Jones/Arwel Thomas (Ford Escort); 4 Dilwyn John/Henri Cynwyl (Ford Puma); 5 Alyn Welsby/Daniel Parsons (Escort); 6 Hedd Wilshaw/Aled James (Ford Fiesta); 7 Michael Roberts/Natasha Roberts (Escort); 8 Trystan Leyshon/Dafydd Jones (Ford Focus); 9 Thomas Jones/Steffan Evans (Proton Satria); 10 Joanna Bond-James/Rhys Jones (MG ZR) Class winners: Novices: Jones/Evans; Beginners: Steffan Jones/Sian Davies (Fiesta).

#### Moonlite Rally

#### Organiser: Telford Auto Club When: March

26-27 Where: Shropshire Championships:

None Route: 70 miles Starters: 30.

1 Robi Wood/Osian Davies (Ford Escort) 6m33s; 2 Matt Barker/Nick Bloxham (Peugeot 206) +5s; 3 Richard Jerman/Alan James (Escort); 4 Iwan Davies/Andrew Lowe (Escort); 5 Callum Hughes/Ryan Griffiths (Ford Fiesta); 6 Andy Morgan/Colin Bowen (Citroen Saxo); 7 Al Gwilliam/Steven Owen (Subaru Impreza); 8 Gareth Price/Luke Sumner (BMW Compact); 9 Sam Wilson/Ian Clapham (MG ZR); 10 Stefan Morris/Simon Ridge (Escort). Class winners: Semi-Experts: Morgan/Bowen; Novices: Gwilliam/Owen

## GET IT SIDEWAYS RALLY: DOWN AMPNEY BY IAN HARDEN

**APRIL 2**

## WEAVER TAKES THE SPOILS AS MEE SHOWS HIS FOUR-WHEEL-DRIVE PACE

Subaru Impreza driver Nigel Mee topped the time charts at Down Ampney but, with his four-wheel-drive machine not eligible for overall awards, victory went to Ford Escort Mk2-mounted Neil Weaver.

Weaver beat venue first-timer Paul Morgan (Honda Civic) by five seconds with Steve Harkness, (Escort Mk2) third, one second behind.

On-stage conditions proved treacherously slippery early on as competitors contended with the

aftermath of freezing overnight temperatures. Weaver spun and stalled twice on the opening test and languished in 21st place as a battle for the lead raged between Mee, Harkness, Lee Kedward (Mitsubishi Lancer E3) and Andy Corner (Peugeot 205 GTi).

Speeds rose as the course dried but near-misses and retirements were plentiful; Corner clouted a tree driving round a wrecked chicane, Mee had to reattach a broken exhaust manifold that sheared mid-stage and

second seeds Ian and Oliver Hucklebridge retired after beaching their Escort Mk2 on a trackside bank.

Stage six proved pivotal, Kedward retired with a blown engine and Corner lost 2m30s when his Peugeot jammed in first gear. Weaver, meanwhile, set fastest times on stages six and seven and then went second fastest on stage eight to claim victory.

Second-placed Morgan starred on only his fourth-ever rally,

changing tyres from slicks to wets and back again at just the right moment, anticipating a rain shower on stage seven where he was second fastest.

Harkness took third after a mechanically faultless drive, even though co-driver Paul Sanders had only one-and-a-half hours’ sleep beforehand after travelling from Dublin. Fourth-placed Wayne and Will Lloyd suffered with an early lack of grip, but changing to soft compound slicks on the rear of

their Escort improved things steadily and they won Class C.

Corner took fifth, setting a ferocious pace in the closing miles to regain most of the earlier lost time. He stayed ahead of Aled Wyn Morgan, who softened his Escort’s suspension several times during the day, which improved the handling noticeably.

#### Results

Organiser: Cheltenham Motor Club When: April 2 Where: Down Ampney, Wiltshire Championships: AWMCC Heart of England, Cotswold MSG.

#### Starters: 68. Stages: 10.

1 Neil Weaver/James Bailey (Ford Escort Mk2) 1h0m13s; 2 Paul Morgan/San Stafford (Honda Civic) +5s; 3 Steve Harkness/Paul Sanders (Escort Mk2); 4 Wayne Lloyd/William Lloyd (Escort Mk2); 5 Andy Corner/Ade Campo (Peugeot 205 GTi); 6 Aled Wyn Morgans/Rhys Jones (Escort Mk2); 7 Mark Lennox/Claire Lennox (Escort Mk2); 8 Chris White/Jason Harris (Escort Mk2); 9 Rex Ireland/Adrian Scadding (Escort Mk2); 10 Chris Woodhouse/Alan Gilbert (Escort Mk2). 10 Chris Wheeler/Shawn Layland (Citroen DS3 R3T Max). Class winners: Stephen Pritchard/Jemma Taylor (Vauxhall Nova), Scott Barnes/Andy Hall (Peugeot 106 Rallye), Lloyd/Lloyd, Weaver/Bailey, Nigel Mee/John Fellowes (Subaru Impreza), Rex Ireland/Adrian Scadding (Escort Mk2).



SPORTING SCENE NEWS

O'DONOVANS TO RUN FATHER-AND-SON RALLYCROSS ASSAULT IN 2022  
Dad and lad to feature in the Supercar category in 5 Nations Trophy battle with twin campaign on the top flight

Photos:Tom Banks, Nitro RX, Ant Jenkins, Colin Casserley

By Hal Ridge

British Rallycross champion Ollie O'Donovan and reigning RX150 Rallycross title holder Patrick O'Donovan will form a two-car, father-son team in the British Rallycross Championship 5 Nations Trophy's headline Supercar category this year.

Seventeen-year-old Patrick O'Donovan will race the Ford Fiesta that his father Ollie has campaigned in recent years, while 2007 British Championship title-winner Ollie will race a brand-new Proton Iriz RX, the first of its kind.

Both cars will be run by Tony

Bardy Motorsport (TBM) under the Team RX Racing banner, although the Iriz RX has been developed as a collaborative effort between TBM and Mellors Elliot Motorsport, the Proton Motorsport rally specialists responsible for the Satria Super2000 and more recently the Iriz R5 (now Rally2).

The Iriz RX shares its platform with its R5 counterpart, but has been built from a fresh bodyshell and created for rallycross use.

Ollie O'Donovan, who tested the car at Pembrey last week, said: "Seeing the Iriz RX drive out of the trailer for the first time recently was a big moment for myself and the

team. Then getting in and it fitting me like a glove, was a special feeling.

"There has been a huge amount of hard work go into this project, and it was brilliant to conduct the initial testing. The Iriz RX already feels like a significant step up from where we were, and in the first shakedown test we were far from its full potential. We have work to do before the opening rounds of 5 Nations BRX at Lydden, with another couple of tests planned, and I'm very excited to get the season underway."

O'Donovan Sr will also campaign in car in the European Rallycross Championship.



O'Donovan Sr says Iriz fitted like glove



Nitro Rallycross Championship will spreads its wings

NITRO CURTAIN-RAISER SET FOR LYDDEN HILL IN JUNE

The Nitro Rallycross Championship will expand out of America for the first time this year with the season-opener set to take place at Lydden Hill in June.

The British date will mark the first of three events in Europe, with rounds in Sweden and Finland in July and August, before a trio of rounds in the US, followed by a final event in Saudi Arabia to conclude

the calendar year. However, the Nitro RX season will run into 2023, with Canadian rounds in January and February next year, and a season-finale back in America in March.

The all-new FC1-X spaceframe, four-wheel-drive electric car, developed between Swedish firm Olsbergs MSE and QEV Technologies, will feature as the headline Group E category, while

classes for Supercar and NRX Next (Supercar Lites) will continue to be part of the series. The Lydden Hill event will mark the first time the Kent circuit has hosted international rallycross since Titans RX ran a round of its so-far only international season at the circuit in 2019. Prior to that, Lydden Hill last hosted a round of the World Rallycross Championship in 2017.

CALENDAR

Nitro Rallycross Championship 2022-2023

DATE	VENUE
June 18-19	Lydden Hill, England
July 30-31	Sweden
Aug 27-28	Finland
Oct 1-2	Minneapolis, USA
Oct 29-30	Los Angeles, USA
Nov 12-13	Phoenix, USA
Dec 10-11	Saudi Arabia
Jan 21-22, 2023	Quebec, Canada
Feb 4-5, 2023	Alberta, Canada
March TBA, 2023	TBA, USA

BRISCA F2 ROUND-UP

Gibbs takes first final win since 2016



Reece Cox avoided the flying cars at Mildenhall

Mark Gibbs was victorious in Sunday's BRISCA Formula 2 World Championship qualifying round at Hednesford Hills, his first win in a final since September 2016.

Gibbs led from early on, chased by Dan Roots who is more usually seen in Spedeworth's Superstox formula. As the star-graded drivers battled among themselves, and mechanical trouble forced out heat winner Jack Witts, Gibbs and Roots maintained their advantage. Roots couldn't get quite close enough to challenge Gibbs who was then able to pull away and win on his first appearance of the season. Charlie Guinchard completed the top three and now takes over at the top of the world qualifying points table.

The night before, on the shale at Mildenhall, Reece Cox took the honours in a race punctuated by two early stoppages, the first after a spectacular roll for

Witts. Cox took the lead with a quarter of the race run, when Aidan Derry chose the wrong side to lap a backmarker. He went on to take a win from Charley Tomblin and Dave Polley, the builder of all three cars.

Gordon Moodie was in dominant form in Cowdenbeath's Friday night session, taking his second consecutive win at the track.

Mark Paulson

Results

Organiser: GMP Scotland When: April 1 Where: The Racewall, Cowdenbeath Starters: 14. 1 Gordon Moodie; 2 Chris Burgoyne; 3 Steven Burgoyne; 4 Liam Rennie; 5 Emma Mellis; 6 Craig Driscoll; 7 Stephen Forster; 8 Aaron Vaight; 9 Peter Watt; 10 Graeme Leckie.

Organiser: Spedeworth When: April 2 Where: Mildenhall Stadium Starters: 53. 1 Reece Cox; 2 Dan Roots; 3 Charlie Guinchard; 4 Chris Burgoyne; 5 Aidan Derry; 6 Ben Chalkley; 7 Jack Cave; 8 Ricardo Smidt; 9 Josh Rayner; 10 Kyle Taylor.

Organiser: Spedeworth/Incarace When: April 3 Where: Hednesford Starters: 45. 1 Mark Gibbs; 2 Dan Roots; 3 Charlie Guinchard; 4 Chris Burgoyne; 5 Rob Mitchell; 6 Gordon Moodie; 7 Adie Whitehead; 8 Ben Bate; 9 Aaron Vaight; 10 Andrew Palmer.

BRISCA F1: HEDNESFORD HILLS BY COLIN CASSERLEY

APRIL 3

HARRIS STEERS CLEAR OF THE CHAOS AT HEDNESFORD

Tom Harris chalked up his first final win of the year at the opening Tarmac meeting of the season. In doing so he broke Ryan Harrison's two-win streak, however the previous form man did pick up a second place in the final and won a heat and the Grand National.

Jason Cull took the early lead with Ant Lee in pursuit while, further back, Kyle Grey and Charlie Swarder were making good progress through the field until they tangled in Turn 1. The ensuing pile-up involved six other cars and resulted in a yellow flag. On the restart, Cull continued to lead but Harris was slicing his way through the field and took the lead at the halfway point of the race.

A late yellow flag bunched the field, but Harris pulled

away for a comfortable win. Harrison eased his way into second in the closing stages but was unable to close in on the race leader.

Winner Harris said: "I had a few problems in my heat races, a puncture in one and a minor problem in the other, we made a few changes for the final and the car drove great.

"I managed to get through the early pile-up, there were cars going everywhere and I needed a bit of luck that I didn't have in my heats."

Results

Organiser: Incarace, BRISCA F1 When: April 3 Where: Hednesford Hills Raceway Starters: 33. 1 Tom Harris; 2 Ryan Harrison; 3 Frankie Wainman Jr; 4 Paul Hines; 5 Mat Newson; 6 Lewis Evans; 7 Luke Davidson; 8 Bobby Griffin; 9 Luke Wrench; 10 Frankie Wainman Junior Jr.



Harris had troubled start at Hednesford, but came good

SPORTING TRIAL: PRESIDENT'S TRIAL BY DUNCAN STEPHENS

MARCH 27

FROM DOWNHILL TO UPHILL: BRICKNELL TAKES A HAT-TRICK

Thomas Bricknell flew back early from a skiing trip to compete in the President's Sporting Trial at the end of March and won his third event on the bounce after once again reading the ground superbly.

George Watson took the early lead by a point following the first round, but a catastrophic 10 marks early on the second round prevented him from winning his first national trial. Eventually, he

finished in fourth position. Bricknell had a tidy day on ground that proved very slippery, dropping only 40 points. Peter Fensom's superb second round meant he finished just two points back. Richard Sharp completed the podium in third overall.

The drive of the day was by Arthur Carroll in his live-axe Sherpa chassis in fifth overall just a handful of points from Watson,

winning the red live class.

Andy Wilks could only manage sixth place and was a point further back with John Cole snapping at his heels in seventh position and the best of the independent blue class runners.

Stuart Beare started poorly but climbed up to eighth just ahead of last round star Matt Sharp who won the blue live class.

Dave Oliver won the post-historic class with a fabulous 10th

overall, and Stewart Stamp was the best rookie.

Results

Presidents Sporting Trial Organiser: Southsea Motor Club When: March 27 Where: Petersfield, Hampshire Starters: 27. 1 Thomas Bricknell (Crossle) 40 marks; 2 Peter Fensom (Hamilton) +2 marks; 3 Richard Sharp (Cartwright); 4 George Watson (Hamilton); 5 Arthur Carroll (Sherpa); 6 Andy Wilks (Crossle); 7 John Cole (Crossle); 8 Stuart Beare (Sherpa Indy); 9 Matt Sharp (Sherpa); 10 Dave Oliver (Facksimile).



# HISTORICS

## DOWN THE PUB

### HENRI GREHAN

BHRC convert

Age: 35 Lives: Ludlow



Grehan: happy with results

#### Rallying is in the family

"All of us have been into it for years, including my dad John. The thing that really got me into rallying was going to watch the Woodpecker Rally as a kid and listening to Richard Gough on full revs in the ex-Rothmans Ford Escort BDG."

#### He started at 17

"I started in 2004 with a Ford Escort Mk2 with a standard Vauxhall XE engine on stages. I've always rallied on gravel. I haven't done enough asphalt but I want to do more at some point. I did BTRDA Silver Star and, as we progressed, we stayed in the open class with a Millington engine but, deep down, we always wanted to be part of the historics. We're here now and it is where we want to be."

#### The car has been reworked

"It ran a sequential box and Proflex suspension. For a forest car it was pretty much as far as you could go with it. It was a very good car but to be honest, as I start to drive this thing now I'm starting to think this is way better. It's tough on period Bilstein dampers, but I like the thought that you have to tackle it a bit more and hold on a bit more. This car is what we have always wanted with a Sherwood BDG engine."

#### He has a strong team

"Neil Selly is a good friend and is the guy who got it ready within six weeks for the historic championship. He put his whole life and soul into it. So I owe him. Neil Newman is a big influence on my rallying career and came with us on my first-ever rally and has helped me all the way, both spanning and as a mentor. Dad's business is Plas Lime and he's the main sponsor for the car and always has been. I'm a plastering contractor and I've got a separate business with my own guys."

#### It's going well so far

"On the Riponian we got the result we wanted but we were kind of shocked with the result. We had a good run on Rally North Wales as well. My dad was very fond of Henri Toivonen in his driving days. Unfortunately, Toivonen died in 1986 and I was born in 1987 so I was named after him."



Porsche anniversary will be celebrated

Photos: Gary Hawkins, Paul Lawrence

# SPEED DEMONS READY TO WOW AT MEMBERS' MEETING

## Formula 1, sportscar runs and a host of stars to stun in West Sussex

By Paul Lawrence

**After a two-year absence, the Goodwood Members' Meeting will return to its spring date this weekend for a star-studded weekend of action at the Sussex track.**

The 79th members' meeting takes in a fantastic 13-race programme, covering historic race cars from across seven decades.

In addition, high speed

demonstration sessions will bring out cars from the recent history of Formula 1 and Le Mans. To celebrate the V10 engine era of Formula 1, a stunning array of cars from between 1989 and 2005 will be put through their paces on both Saturday and Sunday and up to 20 cars are due on track.

While this is a demonstration, several very quick drivers will be involved and should be able to show some of the spectacle of these glorious machines.

Goodwood lap record holder Nick Padmore has a 1989 Arrows A11 while Bruno Senna will drive a 1991 McLaren MP4/6 from McLaren racing in celebration of his late uncle Ayrton.

Leading historic racer Matt Wrigley will have a McLaren MP4/7-8, Ben Mitchell will drive a Benetton B200 and Alasdair McCaig has a Brabham BT60B from 1992.

The 40th anniversary year of the Porsche 956 design will be

marked by demonstration sessions each day for around 15 956s and 962 derivations and on Saturday this will happen as dusk falls at 1945 hours.

Star names are peppered through the entry list and the ever-popular Gerry Marshall Trophy for Group 1 Touring Cars includes British Touring Car champion Ash Sutton who will share the Ford Escort RS2000 of Jason Minshaw in a rare foray into historic racing.



Hugh Hunter has stepped back in time in the Ford Escort Mk2

## Hunter seeks thrills with Ford Escort focus

Leading national rally driver Hugh Hunter has switched his attention to historic rallying with a Ford Escort Mk2 from Meirion Evans.

Hunter has spent almost 30 years rallying top-level four wheel-drive machinery but fancied a change to a Ford Escort Mk2 BDG and contested the recent Rally North Wales.

"I did the North Wales and Cambrian rallies three years ago in one of Meirion's cars and I've always wanted to have

another go," said Hunter, who will contest his local Plains Rally in May.

"We loved it and I'm learning and it's very, very different for me driving a Mk2. So we're learning with every mile and I'm just here to enjoy it. There's no pressure and no expectation," added Ruthin-based Hunter.

The summer gap in the BHRC schedule fits well with the due date of a new baby for co-driver Rob Fagg.

## McMackin finally gets hands on his Ford

Owen McMackin, the current BTRDA Silver Star champion has switched to historics this year with a Ford Escort Mk2 BDG that he has spent the last five years building.

The Omagh-based driver has done three years of BTRDA and Welsh forest events but has now switched to the British Historic Championship with

the superbly presented car.

"We did the car ourselves and we've been building it since 2017," said McMackin on the recent Rally North Wales. "Although I'm from Northern Ireland, I've never really rallied on asphalt and I prefer gravel." He will contest a full BHRC season, as well as selected rounds of the Welsh National Championship.



McMackin ended a five-year wait to rally his Ford Escort Mk2



The 1973 car flew again on the recent North Wales Stages

## WALLIS TAKES A CAPRI INTO THE FORESTS

Former Ford Lotus Cortina driver Simon Wallis made his debut in his three-litre Ford Capri on Rally North Wales.

The project was started three years ago and came together during lockdown. "It was a race car from 1979," said Wallis of the V6-engined Mk1 Capri. "Nigel Barnett started rallying it and it's a 1973 car.

Despite problems with

damage to the exhaust, Wallis and Peter Scott had a successful run on Rally North Wales and wowed the fans with both the look and the noise of the Capri.

It is a decade or more since the last Capri appeared in historic stage rallying in the hands of Jeremy Easson. It was Wallis's first rally for four years and his first North Wales finish in seven attempts.

## IN BRIEF

### Braced for action

Welsh rallying baker Jonathan Brace ran a freshly built Ford Escort Mk1 BDA on Rally North Wales and claimed third in class after a strong day in the Dave Jenkins-built car. The Mk1 replaces the Ford Escort Mk2 that Brace has rallied for several years, but he is also considering having a fresh Mk2 built up by Forest of Dean-based Jenkins.

### Fraser Nash thrash

This weekend's Members' Meeting at Goodwood features a race for Fraser Nashes, running for the AFP Fane Trophy. The Nashes will be some of the most spectacular cars in the hands of drivers like Ed Williams, Tom Waterfield, Martin Stretton and Patrick Blakeney-Edwards while Mini ace Nick Swift will race the amazing 'Owlett' saloon.

### Avenger united

Son-and-father team Rory and Paul McCann managed to finish Rally North Wales despite some challenges with their Hillman Avenger. The rear window popped out on the first stage and was only discovered at the arrival control for stage two. However, the window was still intact and was salvaged. Then brake problems struck and left them with little in the way of brakes for some of the rally. They next plan to contest the Plains Rally in May in the Tim Tugwell car.

### Elliott's note switch

Early BHRC points leader Nick Elliott had a change of co-driver for Rally North Wales. With regular partner Dave Price unavailable, Yorkshireman Dave Robson stepped in to the rapid Ford Escort Mk2 having been recommended by Rally Sport Developments. Elliot and Price have a 30-year rallying partnership, which they plan to resume later in the season.

### Marshall is star-studded

An outstanding line-up of stars will race in the Gerry Marshall Trophy at Goodwood this weekend. In action will be Le Mans ace Tom Kristensen, F1 racers Emanuele Pirro, Mark Blundell, Eric Comas and Jochen Mass along with tin-top racers Steve Soper, Gordon Shedden, Jason Plato and Andrew Jordan and all-rounders Tiff Needell, Stig Blomqvist and Nicolas Minassian.

### Escort crew's luck

Andrew Stokes and Jonny Evans were fortunate to finish Rally North Wales when their Ford Escort Mk1 lost wheel nuts on the second Pantperthog stage. The front-left wheel was virtually unattached by the time they finished the stage but, by borrowing a wheel nut from each of the other three wheels, they managed to make a repair.

### Silver Fern is go

Following news that New Zealand will reopen its borders in May, the planning for the 2022 Silver Fern Rally is pushing ahead. The seven-day gravel rally will be on the South Island and run from Sunday November 20, covering 650 stage on world-famous gravel roads.



FEATURE



THE LIDS ARE ALRIGHT:  
THE FAVOURITE CRASH HELMET DESIGNS

In the latest Motorsport News poll, we want you to pick out the most loved crash helmets

Photos: Motorsport Images

A driver can express their individuality in so many ways – it is not only with the talent they display on the racetrack. And, foremost among the ways a driver can make a mark is their crash helmet designs.

In the modern world of motorsport, it is harder and harder to see the flashes of colour that were so identifiable in the past. It is particularly more difficult with halos and aeroscreens, although those are vital developments. Another trend among the modern generation of racers is to swap designs to either dovetail with the demands of backers or to bring attention to any particular causes they feel need highlighting.

We are on the hunt for your favourite designs, and we have narrowed down a

HOW TO VOTE

- Visit [fastcar.co.uk](https://www.fastcar.co.uk)
- Click on 'Motorsport News'
- Find your favourite and vote

shortlist to 10 – which was hard enough in itself. Now it is over to you. We would like you to cast your eye over the ones we have picked out and select your favourites.

THE NOMINEES

1 Mario Andretti

The predominantly silver crash helmet had been a feature of Mario Andretti's early career even before he switched from an open-faced helmet to a full-face design in the late 1960s. The idea for the chevron down the centre came from the logo of a sponsor in 1972, and Andretti Sr tweaked the colours and sported it thereon.



2 Stefan Bellof

Brilliant German star Stefan Bellof had served his apprenticeship in his domestic Formula Ford and F3 championships. While his driving did the talking, his plain white crash helmet design meant he didn't stand out from the crowd in that department. It wasn't until he joined the Maurer F2 team in 1982 that he adopted the patriotic team's version of the German flag with a black background and red and yellow strips.



3 David Coulthard

The Scottish are a proud nation and the saltire symbol has become synonymous with their racing exploits. David Coulthard's bold design – which he used from his earliest days in karting and Formula Ford – set the trend. BTCC champ John Cleland claims to have been the first to incorporate the St Andrew's cross, Coulthard's career in F1 brought it to a wider audience.

4 Carlos Pace

It wasn't until late on 1971 that Brazilian Carlos Pace adopted the crash helmet colours for which he would become famous. His previous lid had been switched between a white version to one which had red on the sides but then he swapped over to the yellow arrow on the dark blue background.



5 Lewis Hamilton

It is a story that is common to other young racing drivers, but the inspiration for seven-time F1 World champion Lewis Hamilton's bright yellow crash helmet came from dad Anthony. Hamilton Sr was Lewis's karting mechanic and wanted to be able to easily identify his driver when he was battling a pack on the kart tracks



6 Damon and Graham Hill

In the early 1950s, Graham Hill sated his competitive instincts on the waters before he turned to petrol power and he was very used to sporting the colours of the London Rowing Club.

Son Damon added to his dad's two World championships with another in 1996.

7 Nigel Mansell

When he moved into F3 in late 1970s, the deal could not have been more patriotic. The March team was sponsored by Unipart with its bold colour scheme adapted from the Union flag. Recruit Mansell adopted the basis of that and it stuck with him all the way through his career – which included the Formula 1 World title in 1992 and the Indycar crown in 1993.



8 Nelson Piquet

The three red teardrops on the white background are the colours that Nelson Piquet Souto Maior used from the very start of his karting career. The theory is that the teardrops were originally designed to represent tennis, as the racquet sport was one that he also used to love.



9 Ayrton Senna

Ayrton Senna's crash helmet design became famous and it was the one his rival drivers said they feared seeing in their rear-view mirrors.

The Brazilian wanted to stand out among the karting ranks and that is why he chose the original colour scheme, which was later slightly modified.



10 Hans Stuck

When Hans Stuck decided to switch to a full-race crash helmet in 1971, he felt the plain colours of the design were far from appealing.

But rather than fork out on a new paint job, one of the German's friends came up with a quick and easy solution: a shower of adhesive stars that could be stuck onto the helmet.

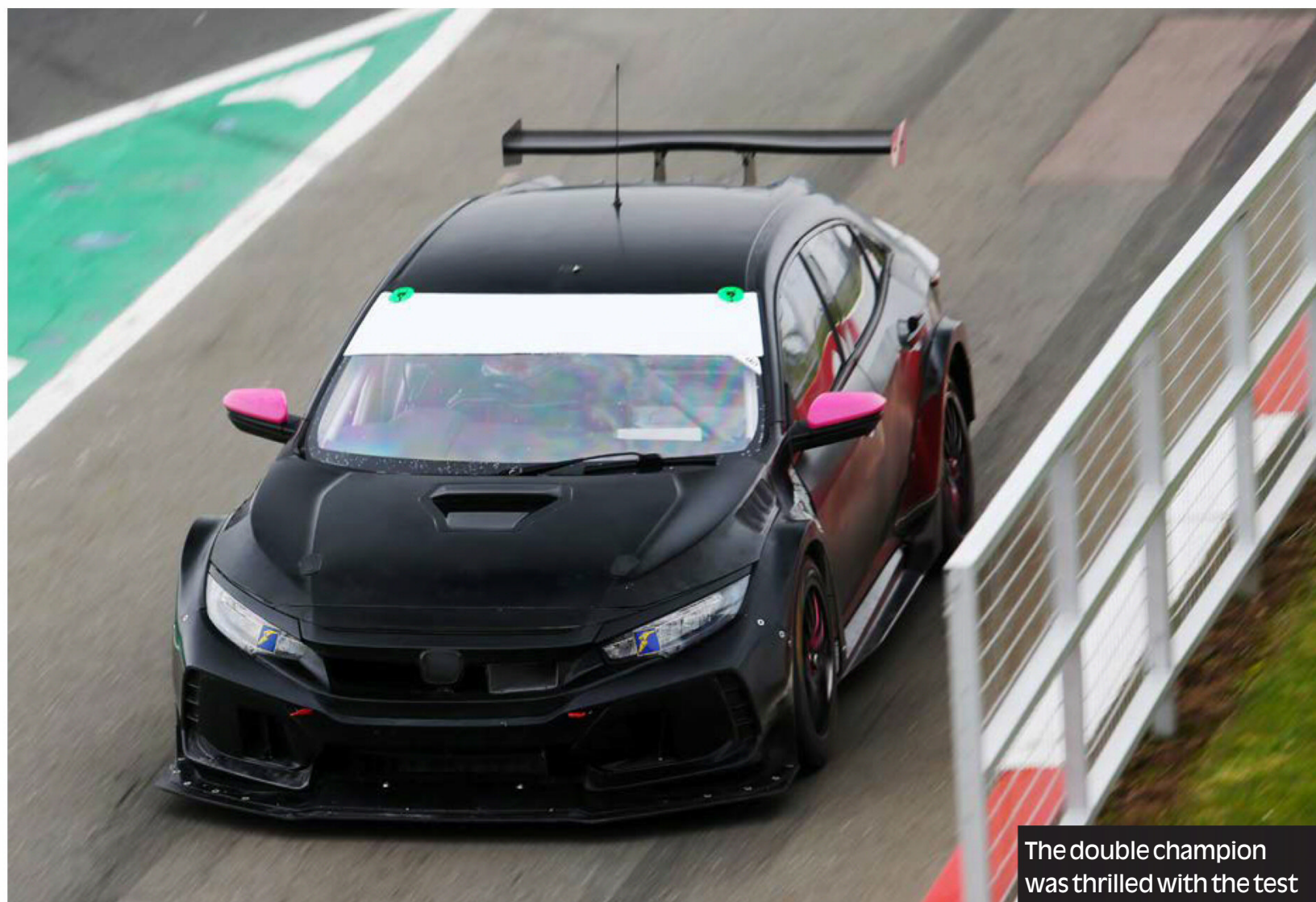


## FEATURE

Photos: Jakob Ebrey



The BTCC maestro will be aiming to clinch his 100th BTCC race win



The double champion was thrilled with the test

# PLATO: I WANT TO SIGN OFF MY BTCC CAREER IN STYLE

*Two-time title winner Jason Plato has a fresh deal for his final tin-top season and is more fired up than ever. He looks ahead and talks to **Matt James***

**T**he British Touring Car Championship rumour mill has churning into overdrive over the last few weeks, and the prime name that was being mentioned was that of Jason Plato.

The 54-year-old, a fixture in the BTCC since he returned to the category with Seat in 2004 (apart from a Covid-affected 2020), hadn't secured a deal and there was a genuine concern that when the music stopped, he would be left without a drive.

But the gust of fresh air which has blown through the BTC Racing Honda Civic team over the last two weeks – with Danny Buxton installed as team principal and Josh Cook and Jade Edwards confirming deals to remain with the ambitious squad – gave an opening to Plato too.

He wasted no time in sorting out terms for a deal to join the Brackley-based operation. BTC Racing took Cook to third place in the points last year and was runner-up in the teams' contest. It is, in fact, one of the plum drives.

Plato is fired up but has declared that this will be the final chapter in his BTCC career that stretches back to the Williams

Grand Prix Engineering-run Renault Lagunas in 1997. He has won a record-breaking 97 races – and 100 is firmly on the cards for 2022. Whether he gets to that phenomenal benchmark or not, Plato says he wants to enjoy his farewell tour.

He says: "I want to sign off properly, rather than just drift away. [This deal] allows me to go around the country and say farewell to all the brilliant fans who have supported me so loyally over the years. It will be a nice warm feeling for everyone.

"I don't want to have a crap year when I haven't decided it is my final season and just blur out of the championship. While it is a cliché that I am doing it for the fans – motorsport is an incredibly selfish world, and I do this for me – but I am very grateful for the amount of support I have had and my fanbase.

"When I reflect back, it really is quite lovely. It will be nice to celebrate my time in the BTCC. I have had a brilliant career and it will be nice to say thanks to the fans and let them know I am checking out at the end of the campaign. I am going to try my best to win it and how great would it be to win the thing and then walk off? I will be 55 in October, and I shouldn't really be

going around in circles at that age..."

While the retirement from the BTCC looms, Plato is genuinely fired up about his chances this season – particularly after a brief test outing with the team at Donington Park last week at the wheel of the BTC Honda.

"I have been able to watch BTC Racing from a distance and I have seen the team go from strength to strength," explains Plato. "I have raced against Josh Cook in previous years and I know where that car is good and where it might need some work.

"I went to see [BTC Racing team owner] Steve Dudman and we spent a few hours kicking some ideas around. It is clear that he has got big plans – he wants the team to become a constructor in its own right in the future – and he understands the money and the way I go about my racing from a marketing perspective. He knows what I can bring and there was a great deal of resonance between us.

"It quickly became apparent that there was a potential opportunity there. The basic nuts and bolts of a deal we hammered out in an afternoon.

"I was very impressed, on my first day working with the team at Donington Park last week, with what I saw. There are a lot of very clever people there – everybody

knows their roles, everyone is bringing something to the engineering table. I have been fortunate enough, for the majority of my career, to have driven for world-class teams and worked with world-class people. And honestly, after one afternoon with BTC Racing I was genuinely impressed. I am really looking forward to it and there is an ambition and motivation there."

The motivation is something that has been sorely tested in Plato since 2015 – his last genuine title campaign. There was a liaison with Subaru that didn't work out and last season he became frustrated with a lack of results in the Power Maxed Racing Vauxhall Astra. This year, he is completely ready for a reset.

"I am not knocking anybody because everyone tried their hardest," he reflects. "But if you haven't got the right bit of kit and things don't operate the way you need them to operate for it to work for me in terms of an environment, then it is tough. There hasn't been the budget for this or that or people turn a blind eye to issues, then it makes things hard. I don't want to go motor racing and have situations where I don't know where the issues are.

"The moment I know it is me [and I am off the pace], I will be content to wave

goodbye and walk away. I wouldn't want to do it anymore, but I don't feel I am at that point. I am going to give it a right good go this year, and who knows what that will bring? I feel good enough and I feel quick enough and with the deal I have done for this year, there is nowhere to hide. I have no excuse and I will either be on the button or I won't. Am I going to be as quick over one lap as Josh Cook, who is approaching his prime as a touring car driver and a few decades younger than me? Probably not. How far am I going to be off him? I don't know. But I still think I can win races and I still think I can win the championship if everything goes the right way."

So while this will be the last year, this isn't Plato hanging up his crash helmet. There are many items on his bucket list and, without a full BTCC campaign, he will be able to take up the offers he might not have been able to in the past.

"I am still going to want to drive. I have had a few chats with my mate Rob Collard [Plato's former BTCC team-mate who went on to win British GT] and [Barwell Motorsport boss] Mark Lemmer. I quite fancy some GTs," he says. "I want to do Le Mans with my mate Craig Davies and I have been speaking to Karun Chandhok, who is a pal too. Us three in a Porsche RSR at Le Mans would just be something I would have to do. I want to be racing at places like Vallelunga, rather than Knockhill.

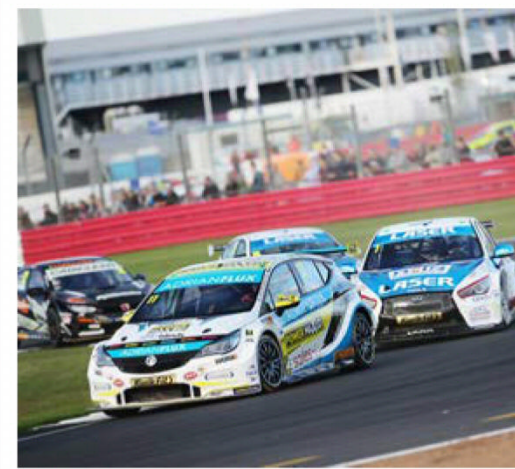
"I have done my bit in touring cars and I have loved it, but I want to drive some big, hairy-arsed sexy cars and sexy places. What goes on behind the scenes in the British Touring Car Championship can be hugely taxing. And that is from a personal perspective – it even affects you at home – because it is totally consuming. It really takes over your life, and I need to change that. I am not 30 years old anymore and there are things I still want to do with my life." ■



Plato racked up his 97th career win at Brands Hatch at the end of '19

**"I can see that the team is full of some top people"**

**Jason Plato**



Plato wants to fight at the front



## REPORT

## IN BRIEF

**Morris readies R5**

Cadwell Park winner Barry Morris intends to return for another full MN Circuit Rally campaign next season, but in a different weapon of choice. The series runner-up and 2019-20 champion said he is set to ditch the Darrian GTR+ that took him to the title two seasons ago, with a Ford Fiesta R5 ready to take its place. "I've had this for about two months now, so I'm going to do a few events to bed it in in the next few weeks, then bring it to the [MNCR] after that," he said.

**Hodgson's flourish**

Martin Hodgson and Tony Jones ended a strong season in style by putting their Ford Escort Mk2 third in the overall championship standings. The only blip came on SS2 when a late visit earned them a road penalty of 20s that otherwise cost them one spot in the rally after a timesheet mix-up.

**Roskell Jr's debut**

While his father was busy clinching the overall MN Circuit Rally title, Daniel Roskell was enjoying his first rally of the season. Son of Neil Roskell, Daniel entered a Ford Escort Mk2 for the family squad alongside navigator Daniel May at the final round, finishing strongly in ninth place in a competitive Class C as his pace improved throughout the day. "I'm like a pig in s\*\*t," said Roskell Jr. "We were flying in the afternoon. I've been loving it."

**O'Donovan's plan**

Ollie O'Donovan reaffirmed his desire to join the MN Circuit series as a full-time entry next season, after competing as a guest entry for the majority of the season in both Hyundai and Ford R5 machinery. "I'd like to go for a full season, yes, and I've enjoyed it," said the rallycross racer, who has teamed up with rally driver-navigator Ashleigh Morris this season. "[Ashleigh] gives me the orders I need to hear, she's been very good at that," he added. The pair finished 11th overall on the Cadwell event, recovering from a burst pipe on stage one that left them as low as 49th.

**Bellerbys in action**

Dave and Drew Bellerby were a pair of familiar names to rallycross fans that took to the Cadwell Park stages for the season finale. Alongside the likes of previous on-track rivals O'Donovan and Andy Scott, the Bellerby duo entered a Ford Escort Mk2 in Class C and finished eighth in class against saturated competition.



Roskell measured his pace for maiden crown

# MORRIS WINS BUT IT IS ROSKELL'S MN CROWN

**Dan Mason** watched the top two in the series go toe-to-toe at Cadwell

**B**arry Morris won the final battle of the 2022 MN Circuit Rally Championship at Cadwell Park, but it was Neil Roskell who won the war for a maiden title in a tense season finale.

The stage had been set after a nail-biting squabble between Roskell and 2019-20 champion Morris, the former having claimed one more win than his rival and podium finishes in all but one round – that being his most recent after retiring at Donington Park.

Dropped scores would favour the Ford Fiesta driver by a slender margin, meaning that Roskell entered knowing he would still be crowned if he kept his rival within sight throughout the final day and maintained a top-three finish by the final time check.

Morris had his first wish, as the 'mini Nurburgring' would be greeted with dry Tarmac and sunny skies, giving the Darrian more of an opportunity against the Fiesta.

After the opening stage of the day, that potential was backed up when the times came filtering through, as Morris inched two seconds clear in the lead of the rally ahead of his title rival, Roskell, who knew his game plan from the get-go.

Roskell said: "We don't think we'll be necessarily beating Barry today. We're getting up to speed now so I know if I can just keep matching him then it puts the

pressure on him to maybe make a mistake."

The pressure was on, and Roskell added a bit extra with a strong second run of the day to match the Darrian driver on stage two for times, although the leader was less interested in mind games in the title fight.

"We didn't expect to be as quick as that," said Irishman Morris. "We're in good shape so far, and it's a risky game to be going easy if that's what Neil does."

A third element to the mind games was about to be introduced on the third stage. In-form John Griffiths had been, in his own words, "gingerly" working his way up to true pace on new medium rubber, and on the third run he made his presence felt with a fastest stage time on the following run to split the title contenders.

With just nine seconds between the top three, Roskell could also point to time loss accumulated from being baulked behind the Fiesta of rallycross racer Andy Scott on stage four. "I've had to have a little walk afterwards," said a more nervous Roskell, focused fully on the top-three finish required.

The top three had seemingly settled on their choice of tyres, with the Fiestas working mediums better and the Darrian enjoying a harder compound underneath it. While Morris held the cards into the afternoon, it was soon Griffiths who had eyes set on pressuring the second title chaser, aiming for his first rally win.

Both were stunned by a rejuvenated



Barry Morris tried his best and won, but it wasn't enough for the title

Roskell initially, however, who crept backed into second spot with a rapid run through the fifth stage to trim the lead cushion to eight seconds. It would be a short-lived moment of bragging rights for the Ford man, who slipped 16s away from

Morris on the following stage to fall back into third.

Back up to second, Griffiths started believing. "Now I'm pushing," he said after trimming the gap to eight seconds adrift of the Darrian. "I couldn't quite keep



Photos: SMJ Photography



Griffiths was in the middle of victory scrap



Josh Payton was once again a star performer in his battle to fifth spot

**CLASSES**



Wilkinson was the star performer among the Class B battlers

# HARDY LEFT TO FRET AFTER TYRE STACK WOE

The season-long Class A battle between the Nissan Micra crews led by James Hardy and Kay Thompson was hit by drama late on at Cadwell Park.

Hardy – the favourite for the title – suffered a big blow when he hit a tyre stack on the seventh stage that put him out of the rally, allowing his main rival Thompson to claim a first win of the season. The points accumulated would not be enough to usurp Hardy however, the blip being his one dropped score of the season after four victories.

Alex Cannon was absent having already put Class B out of reach, leaving his most

persistent rival Ben Wilkinson to dominate the class in his Peugeot 106 Maxi. Despite his own brush with the scenery late on, Wilkinson came home with a margin of over two minutes in hand over the 106 of Bryan Cherrett.

Josh Payton's impressive run to fifth overall was a highlight of the rally, and he also finished over two minutes clear of his nearest Class C rival Phil House, in a sister Ford Escort Mk2. The latter's runner-up spot – by just 30s – was however enough on dropped score calculations to wrap up the class title. Only Ken Sturdy's Talbot Avenger in fifth spot separated nine

otherwise rampant Escorts at the head of the class.

Class D was in the hands of overall winner Barry Morris from the start, although second in class was enough for the flying Martin Hodgson to confirm third place in the overall combined championship standings in his Escort. Steve and Jack Tilburn chased hard in third place.

The usually unflappable Fiestas were defeated in the Cadwell forests by their Darrian competition, but second-placed John Griffiths could celebrate a first Class E triumph ahead of the class champion, Neil Roskell.

with Barry's pace but I'm hoping I can just keep this up and maybe force a mistake out of him. They're both busy looking at each other."

Morris appeared unfazed, however. The Irishman added another two seconds to his lead to return the favour on Griffiths, Roskell still sitting in the box seat of third place with a buffer of 22s in his favour over the nearest chaser, Scott.

Morris kept the pressure up by adding another stage win on the penultimate run, but it was starting to slip away from him and Tom Hutchings despite their sublime effort. Roskell and Andrew Roughead ticked off another stage safely, and only needed to navigate the final stage successfully to be crowned.

They did just that. A safe run confirmed third place, and the MNCRC title would be Roskell's as he rounded out the podium, Morris finally breaking his win drought with a superb performance that ended with him beating Griffiths by a slender seven seconds.

The fine margin between title success and runner-up was a solitary point in favour of Roskell, who had shifted his attentions to the progress of those behind him to secure the crown.

"I'm absolutely made up," said the new champion, Roskell. "We just took

it steady on those last two stages. I wasn't too nervous really but I just wanted to do what I needed to; I didn't realise just how close it was on points but, at the end of the day, we've managed to wrap the championship up which feels amazing."

Morris did everything he could by taking the victory, but was gallant in defeat after a season-long fight with his Ford rival.

"It's a great way to finish the year for us," said Morris. "Well done to Neil though because he deserved it, and it's been a great battle between us. I've enjoyed it and he's a good fella, with a good team and a good family, but definitely thanks also to Tom Hutchings for helping me this season."

Behind the top three, Scott continued his mantle of being the best of the rest in his Fiesta, beating another star performance from the spectacular Josh Payton who dragged his elderly Ford Escort Mk2 into the overall top five.

Sixth place was a best result of the season for Tony Robinson in his Skoda Fabia, ahead of Paul Murro who ended the first full season for his Ford Fiesta strongly in seventh after a fast start set him on track for a good result. Martin Hodgson (Ford Escort Mk2), Darrell Taylor (Ford Fiesta R2) and Steve Tilburn (Escort Mk2) rounded out the top 10.

RESULTS			
Alan Healy Memorial Stages			
Motorsport News Circuit Rally Championship: Round 7			
POS	DRIVER/CO-DRIVER	CAR	TIME
1	Barry Morris/Tom Hutchings	Darrian T90 GTR	42m52s
2	John Griffiths/Nigel Wetton	Ford Fiesta R5	+7s
3	Neil Roskell/Andrew Roughead	Ford Fiesta R5	+38s
4	Andy Scott/Tom Woodburn	Ford Fiesta S2000	+53s
5	Josh Payton/Jamie Vaughan	Ford Escort Mk2	+1m35s
6	Tony Robinson/Mark Jones	Skoda Fabia	+1m46s
7	Paul Murro/Callum Cross	Ford Fiesta R5	+2m11s
8	Martin Hodgson/Tony Jones	Ford Escort Mk2	+2m22s
9	Darrell Taylor/Dylan Thomas	Ford Fiesta R2	+2m35s
10	Steve Tilburn/Jack Tilburn	Ford Escort Mk2	+2m38s

**Class winners:** Morris/Hutchings; Griffiths/Wetton; Payton/Vaughan; Ben Wilkinson/Andrew Wilkinson (Peugeot 106 Maxi); Kay Thompson/Charlotte Wainwright (Nissan Micra)



Champion Neil Roskell celebrates



O'Donovan wants to remain in the MN Series



## FEATURE

# A MOTORSPORT YOUTH CLUB ON THE CHEAP

The Midlands Automobile Club Young Drivers' Championship is one of the cheapest forms of motorsport. **Paul Lawrence** found out more



The cheapest motorsport? The MAC's Young Drivers' contest

**T**he Midlands Automobile Club's Young Drivers' Championship is a speed competition where the cost of the car must not exceed £2000 and a season's running costs should be around £1000. It really is as cheap as chips in competitive motorsport terms but you've got to be a youngster to get involved.

The series is run by the Midland Automobile Club from its base at Shelsley Walsh and was conceived as a way of getting young drivers into hillclimbing for as little outlay as possible. It is open to drivers aged 17 to 23, and the competition is for standard 1.2-litre post-2000 Vauxhall Corsas that must be bought for no more than £2000.

The only permitted modification from standard is to uprate the brake pad material and a season's running costs, once the car and driver equipment has been bought, should be around £1000 for seven rounds. The entry is capped at 15 cars and around a dozen places are likely to be taken this year.

MAC competitions manager Annie Goodyear is also the championship coordinator. She explains: "We're trying to keep costs to a minimum so we limit how much they can spend on a car. We support them with overalls and helmets and running costs of around £1000 a year are achievable."

Some of the class of 2022 recently took part in a driver coaching day at the Curborough sprint course near Lichfield, where the season opens this weekend. Other rounds are at Shelsley Walsh, Loton Park and Prescott, which is a development

over 2021 when all the hillclimb events were held at Shelsley Walsh. "I think Prescott and Loton will add to the challenge and I think we'll see a lot of different winners this year," says Goodyear.

The addition of two more first-class centrally-located hillclimb venues is great news for the competitors and will greatly enhance the driving experience. Shelsley is a wonderful venue, oozing with atmosphere, but in a 1.2-litre Corsa is pretty much flat out all the way up, save for a quick dab on the brakes into Bottom Ess. Loton Park and Prescott will involve a lot more driver activity. The dates are grouped into the summer months to help those who are studying at university.

Last year, a dozen drivers took part and inaugural champion Lizzy Dudley has confirmed plans to defend her title. Dudley, 19, says her Corsa cost just £1500 and is also used as her everyday transport while at university. "I'd recommend it to anyone. My dad has been a Vintage Sports-Car Club competitor and we did it as a family. It's really affordable and ideal for complete novices. I'd love to do more in the sport after this."

Experienced racer and hillclimber Mark Goodyear is the driver instructor for the series. "It's a really good initiative to get more youngsters into hillclimbing," he says. "Two drivers can share a car as well, which makes it even cheaper."

James Gwilliam, a 21-year-old delivery driver from Sutton Coldfield, is back for a second season in his 96,000-mile Corsa, which cost him £930. "It's a good way to get into the sport and it was within reach."

Marcus Lindsay, 18, from Droitwich, is an apprentice engineer and is embarking on his motorsport



Mark Goodyear is on hand to hand out advice and guidance



The young drivers were given the chance to get coaching

debut in an £800 Corsa. "It'd had a hard life so we've given it a bit of love," says Lindsay, who hopes to join his dad Hamish in single-seaters in future seasons.

Annie Goodyear says that there are strict rules in place to make sure that the playing field remains as level as it can be. "We're limiting it to three years per competitor and then they have to move on, so that you've got fair competition. If you've got somebody that's done five seasons, they're going to be at an advantage. They need to have a road licence and

an interclub competition licence," she explains. "Hopefully for most of them this is a springboard. It's not where they're going to stop. It's something they're going to use to learn and then move on. We put a big emphasis on looking after them and tutoring them."

With expert assistance on car preparation, driver equipment, entry fees and coaching, the MAC Young Drivers' Championship is a great initiative for aspiring young competitors. And it is very affordable. ■

Photos: Paul Lawrence

## Under the skin of the cars

All competing cars must be standard 1.2-litre post-2000 Vauxhall Corsas that must be bought for no more than £2000. The cars run to the road-going production car regulations as used across speed events.

Other than changing the brake pad material, no modifications or developments are allowed and the cars must run with full interior trim, including parcel shelves. Only wheels that were standard or a factory option in period can be used and tyres must be from the Motorsport UK List 1A. The Michelin Pilot tyre is a popular choice.

Standard pump fuel must be used with no additives and nothing can be done to lighten

the car. Standard seat belts are OK, although they can be changed. Drivers' overalls and fire extinguishers, though only advisory, are supplied by series partners and a timing strut must be fitted to the front of the car, usually attached to the towing eye. A standard sticker is required to show the ignition switch inside the car but there is no requirement for external cut-off switches.

The car's minimum weight, without driver, must be 1010kg, in line with the original production specification, and most of the cars deliver around 88bhp. ECUs will be randomly checked by the series scrutineer.

## SIX OF THE CONTENDERS

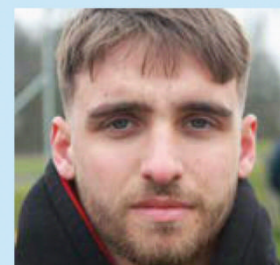
**Name:** Max Smallwood  
**Started in series in** 2021  
**Age:** Just turned 18  
**Home town:** Wolverhampton  
**Status:** A level student  
**Ambition:** To go racing and rallying



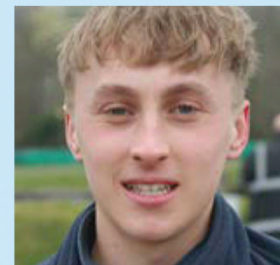
**Name:** James Gwilliam  
**Started in series in** 2021  
**Age:** 21  
**Home town:** Sutton Coldfield  
**Status:** Delivery driver  
**Ambition:** Progress in the sport



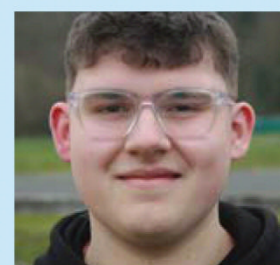
**Name:** Marcus Lindsay  
**New for** 2022  
**Age:** 18  
**Home town:** Droitwich  
**Status:** Apprentice engineer  
**Ambition:** Progress to single-seaters



**Name:** Hector Stapleton  
**New for** 2022  
**Age:** Just turned 21  
**Home town:** Witney  
**Status:** At university  
**Ambition:** Hopes to move up



**Name:** George Gwilliam  
**Started in series in** 2021  
**Age:** 18 this week  
**Home town:** Worcester  
**Status:** Apprentice toolmaker  
**Ambition:** Develop the car into other classes



**Name:** Gus Stapleton  
**New for** 2022  
**Age:** 20 next week  
**Home town:** Bicester  
**Status:** At university  
**Ambition:** Do more in the sport





FEATURE

There is a serious threat to future use



FOREST RALLYING NEEDS YOU!  
HOW TO HELP IN THE FIGHT  
TO PROTECT THE SPORT

Government consultation seeks to end ‘recreational’ vehicle usage, writes Nick Garton

The future shape of British motorsport hangs in the balance as the UK government’s Department for Environment, Food and Rural Affairs (DEFRA) is holding a consultation on the back of a ‘Landscapes Review’ into National Parks and Areas of Outstanding Natural Beauty.

The new consultation, which opened on January 15 this year, includes questions on whether new legislation should further restrict or ban the use of recreational vehicles on both unsealed and on unclassified paved roads around the country – with potentially devastating consequences for rallying, trials and other disciplines that take place in the countryside. Opponents of vehicles in the countryside cite damage caused by vehicles to unsurfaced routes, plus noise and anti-social behaviour as reasons to prevent vehicle use on unpaved and minor roads for all but agricultural purposes.

The original Landscapes Review was spearheaded by Julian Glover, a former journalist with The Guardian newspaper and speechwriter for



Trials drivers use green lanes

David Cameron. That document made no reference to recreational vehicle usage but the government’s response, which outlines potential legislation resulting from the study, has subsequently added in the clauses relating to motorised access. As a result, the consultation has galvanised those organisations that have long campaigned to ban motorised use of forestry land, green roads and unclassified roads in rural areas. Campaigners have been marshalling the highest possible number of responses in favour of action against recreational vehicle use since the government’s response was published. Former rally competitor and green lane tour operator Gareth Jex tells Motorsport News: “The proposed legislation in its current form isn’t specifically designed to end responsibly-managed activities like rallying, trials or organised greenlaning – but it could very easily do so. “There is a precedent from 2005 when a similar piece of legislation made it easier for councils to change the category of rights of way, for example byways to bridalways, very easily and without consultation. “As a result of that, vehicles lost more than 50% of their previous rights of way across the country, and today less than 3% of all rural roads have any vehicle access rights at all. “Extending that legislation, which would be the case under the new proposals, would effectively end access for motor vehicles other than those working directly in forestry and agriculture.” Motorsport UK is one of several official bodies across the country that is engaging with its membership to secure future use of non-fixed



Rallying has long been a favourite activity in the UK’s forests

venues, citing its commitment to ‘develop means to operate with a reduced environmental impact’ as part of its Sustainability Strategy. Regarding the consultation, however, the sport’s governing body has elected to guide interested parties towards the Auto Cycle Union (ACU) website, where appropriate responses to the consultation questionnaire can be found. Similar initiatives have been established by the Green Lane Association (GLASS), National Motorcyclists’ Council (NMC) and the Land Access and Recreation Association (LARA), which claim that revenues to rural communities from organised motorcycle events alone stand in excess of £100 million annually. In contrast, however, a Forestry Commission report from December 2020 valued the contribution of all forms of motorsport, on both two wheels and four, to the rural economy at between £2.2 million and £2.4 million. Discrepancies of more than £97 million in such reporting are

unlikely to curry favour when the final assessment is made. Craig Carey-Clinch of the National Motorcyclists’ Council says: “What we are now seeing is a full-frontal attack on rural vehicle use, which is not just about green roads, but also Tarmac routes. “The extension of road bans via Traffic Regulation Orders to some Tarmac roads during the pandemic was a sign of things to come and the DEFRA consultation implies the consolidation of this approach...” The relevant section of the questionnaire, questions 13-17 of the document, appear to be weighted towards the imposition of increased restrictions or outright banning of recreational vehicle use, with only one of the multiple-choice answers to any of these questions potentially leading to any other conclusion. In this light it is recommended by all the motoring bodies concerned – and by extension Motorsport UK – that the guidance available online via the ACU, GLASS, NMC or LARA on how to approach the questionnaire (see sidebar) is followed carefully. ■

Photos: Peter Browne, Motorsport Images, mcklein-imagedatabase.co,

The measures each of us can take

All of the bodies involved with making the case for motorised motorsport in forests state that sending a personal email will be more effective in creating a reasoned argument, with suggestions on how to structure such an email including stating in the subject that this is a response to the DEFRA Landscapes Review and writing a clear opening statement that defines which questions you are responding to (questions 13-17). Further suggestions include:

- Explaining your interest in the issue
- Describing the importance of maintaining motorsport events in the countryside to yourself personally, any family members who enjoy the sport and any clubs, associations, teams or series to which you are affiliated
- Explaining the benefits that you, your family or your fellow club members gain from motorsport or if your business or employment depends upon the sport’s continued presence
- Explaining who participates in the motorsport events that you attend and how many livelihoods depend upon those events taking place
- Explaining any other ways in which you access the countryside – many in the motorsport community also walk, cycle, horse ride etc. to explain how diverse a user-group motorsport represents
- Describing how motorsport interacts with and shares the countryside with others
- Explaining why motoring is essential to any spectators, officials or competitors who have additional needs to access the countryside and the benefits that this gives them
- Giving examples of any activities that the sport, its participants or its supporters have undertaken to benefit the countryside – such as volunteer work, response/rescue, lane repairs, litter picking, sharing advice and education with others or reporting incidents
- Sharing any financial information relating to the benefits seen by the local community from hosting events would prove valuable, illustrating the impact on the economy, whether it be fuel, food, accommodation or visiting other attractions in the area as part of the trip
- Explaining how much competitors spend on preparing and maintaining their vehicles in parts, in labour and in tax to contribute to the broader national economy
- Including any relevant professional interests, memberships, or qualifications
- Advocating for access without prejudice, make your arguments positive and in favour of access for all

The consultation questionnaire can be accessed at [consult.defra.gov.uk/future-landscapes-strategy/government-response-to-the-landscapes-review/consultation/intro/](https://consult.defra.gov.uk/future-landscapes-strategy/government-response-to-the-landscapes-review/consultation/intro/) while longer and more detailed submissions will be accepted via email at [landscapesconsultation@defra.gov.uk](mailto:landscapesconsultation@defra.gov.uk). The consultation closes at 2345hrs on Saturday, April 9.



Off-road activities could now be outlawed



## FEATURE

# CHRISTIAN DICK

## I AM DESPERATE TO LAND A BTCC TITLE

Speedworks boss says he is laser-focused on tin-top success. By **Matt James**



Eyes on the big prize: team boss Dick

**W**hile many of the leading teams in the British Touring Car Championship can trace their heritage back over two decades, there is also a new breed of squad. Uppermost among them is the Speedworks Motorsport team.

It runs the Team Toyota GB-supported Corollas in the UK's highest profile series and is headed up by husband-and-wife team Christian and Amy Dick.

Christian was an aspiring racer himself after putting a toe in the water in the highly competitive Mazda MX-5 one-make series in 2005. From there, he started running cars for customers alongside his own exploits behind the wheel.

He claimed a drivers' title triumph in British GT4 in 2010 but, as the workload of the team has ramped up, his crash helmet has been locked away as he focuses on masterminding operations from the pitwall.

And that work on the pitwall has come within a whisker of delivering him the British Touring Car Championship's biggest spoils in 2018, although the team came up just short.

The potential and the promise were rewarded with a factory deal to build up and run the Team Toyota GB-backed Corolla in 2019. Speedworks has become a major player in the BTCC and was tasked with the development of the new-for-2022 hybrid systems that will be fitted to all machines this year.

From the small acorns, Speedworks has become a manufacturer team, an engineering-led squad at the cutting edge of the BTCC and a leading light in the British GT championship too. It is a wonder that Christian Dick found any time in his schedule to speak to us, but we are grateful that he did.

**Question:** What turned you from club racing driver into team owner? What were you doing before for work? It is quite a big step...

**Emma Facey**  
Via email

**Christian Dick:** "I started in Junior Ministox when I was 10 years old: I have always been around racing and racing cars. My stepfather Paul Sheard raced in National Hot Rods back in the day. I have always grown up around the sport and have been very hands on with the cars themselves.

"Before Speedworks Motorsport was created, I was a club racer in the Mazda MX-5 series and I was funding my sport through sponsorship and

partly through my earnings. I did all sorts of menial jobs to raise money to enable me to compete from steel erecting to working in a variety of factories. I was passionate about my motorsport and that is all that mattered. All my spare time was either testing or working on my own race cars, and as soon as you start to become successful at that, people start knocking your door and they were asking me if I could help them out too.

"Things grew from there and I was helping them out with prepping and repairing their cars. It evolved and developed from there, and that was bringing in some money to help me with my racing too. I also got involved race tuition and private coaching for drivers."

**MN:** You, as a driver, you clearly would have had your own ambitions to get as far as you could?

**CD:** "Yes, for sure, and I did Eurocar and things like that and I wanted to climb the ladder. But I was also acutely aware of how difficult it is to fund a racing career and it always is. At a certain point I realise that, while it wasn't unachievable, I knew it would be extremely difficult. It takes a very unique set of circumstances for that to happen. It also got to a point where I had put so much effort into getting sponsors and entertaining people at race meetings that I almost stopped enjoying taking part. The driving was in the background.

"I had to stop for a couple of years when the money ran out, and that time away made me realise that what I actually missed was the racing itself. That is when I went and raced Mazdas and had a whale of a time doing that. I enjoyed it and racing in other series, but when I was racing for my own team, Speedworks, it was to try and demonstrate what we can do as a team rather than for my own ambition. Until we had other drivers who could go out and win, I would race as an advert for the team to show what we could do. That was the message behind it."

**MN:** Where did the Speedworks name come from?

**"I raced to show what the team could achieve"**

**Christian Dick**



Photos: Motorsport Images, Jakob Ebrey



Dick heads the Ginetta pack in 2007

**CD:** “I was so busy back then and we were all doing so many different roles. It was actually my wife Amy who came up with the name: we were travelling back from a meeting at Oulton Park with Autosport journalist Edd Straw in the car and we devised it there and then.”  
**MN:** You’ve not been on track for a while: have you retired from racing?  
**CD:** “Never say never. I keep saying that I have retired and I have no great ambition to get back out there, but there are a couple of events that have been spoken about me being a part of that I would really enjoy going to do. There is a chance of an historic race at Daytona, for example, and I would jump at an opportunity like that. Those kind of things would tick a box for me. There are no immediate plans, but I am not ruling anything out either.”

**Question:** Was the British Touring Car Championship always your aim when you started your team? Or did it just happen organically?

**James Hilton**  
Via email

**CD:** “I remember someone asking me that question when we set out with Speedworks Motorsport. I was asked if I would rather go down a GT racing route or a British Touring Car Championship path. Even at that time, I knew I was a motorsport fan and I love competition and the engineering behind that and that goes across every discipline of racing. So I was really open to anything that came our way.  
“But the way it ended up coming about, it was organic growth. It was about getting the right chance at the right time for us.”

**Question:** You work alongside your wife Amy, who is co-owner with you. Does that cause some speedbumps along the way?

**Jack Crowther**  
Via email

**CD:** “I do get asked this a lot, and not just  
*continued on page 22*



A step up to Ginetta G50s came in 2008



FEATURE



Speedworks has been a major player in British GT



The Toyota Avensis provided BTCC step in 2011

by people from within motorsport, either. I know there are all sorts of husbands and wives who have tried unsuccessfully to work together. We virtually spend every waking moment together and yes, of course we bicker like any couple would. But Amy is very, very patient and she puts up with me.”

**MN:** On a race weekend, though, you do different roles within the team and you actually don’t spend very much time together...

**CD:** “At a track, we can be like ships in the night doing our different jobs and we don’t really get time together. Very often we will get to the road car at the end of the day to drive to the hotel and that can be the first time we have spoken since the morning. You then ask ‘how was your day?’

“Amy looks after the sponsors and the hospitality side, and I might bump into her if I go for lunch or for the evening meal, but that is it. But it is very rare that we will see each other. During the working week, we will wake up together, go to work together and our desks are next to each other. We are literally next to each other all day.”

**Question:** How many of the current drivers do you think you could beat in a 10-kilometre running race?

**Matt Burt**  
Via Twitter

**Question:** Why not just stick to Park Runs? Why do you have to run so far?

**David Addison** [Dick’s some-time running mate]

Via email

**CD:** “I will answer Addison’s one first: it is because I am usually trying to run away from him!”

**MN:** It has become a real passion for you, hasn’t it? Obviously, it can’t replace motor racing, but it is clearly something you get a kick from...

**CD:** “It is a very different challenge and everyone is at their own level. I am not

the world’s best runner, and nor would I claim to be. But I am competitive against myself and I like to keep improving. In a way, it has replaced the competitive urges that I would have sated by race driving. It is something I can focus on, work on and it is just for me, if you like. That is just a selfish thing – like any racing drivers or former racing drivers are.

“It is time for myself and it gives me some space. I don’t have my phone with me, and I can run and it gives me a great clarity of thought. It allows me to focus on anything; if we are having trouble with car performance or if there is something business related or how we structure a part of the team, I can go running and focus on them for between 30 minutes or a couple of hours. It is a really important breathing space for me. It is a real help.”

**MN:** With the Strava [app for runners], it seems like you can almost data-analyse every run you do these days... much like being a racing driver...

**CD:** “You can imagine that I am quite bad at that. I can’t help but be into all the facts and figures and trying to understand how I can improve.”

**MN:** And back to Matt Burt’s question: how many of the current BTCC drivers

**“Our first win from pole was something very special”**  
**Christian Dick**





Dick took British GT4 title with Jamie Stanley

do you think you could beat in a 10km run?  
**CD:** “I would like to think 85% or maybe even 90%...”

**Question: What do you look for when you are considering signing a driver? What are the key elements that stand out?**  
**Jon Wood**  
**Via email**  
**CD:** “Well, if you take budget out of the equation, there are the obvious ones in terms of potential. Raw speed is important, and so is the ability to learn – and the desire to learn is important too. A driver has to want to improve themselves – and us, as a by-product of that.”

“One of the real key things for me – and something I think is often overlooked – is that any driver has to be a good fit for the team. A lot of my staff and the people who work with us inside the business are incredibly loyal and they have been with us for a long time. I know it is a phrase that is often used that the team is like a family, and ours truly is.”

“If that little bit of the ingredient isn’t there with a driver, it is going to be hard for everyone for them to fit in properly. It would not work as well as it could. There are some drivers who I speak to when you realised pretty quickly that the conversation isn’t worth continuing. On the flip side, there are others who you know are going to be a good match for you straight away.”

“I am a big believer in people and those relationships. If everyone works together like a family, then you are bound to bring the best out of people. People will go the extra mile for each other without questioning it or thinking about it. And, by doing that, it means you can deliver the best for each other.”

“It is a difficult one to quantify, but you need a driver to be buying into that ethos. Very often, if you were just having conversations with someone over a few

phone calls to try and negotiate your way into a deal, it is hard to get a decent feeling for a driver. A lot of the time, you will have your eye on a driver and get to know them in the paddock and just have chats over a longer period of time. That might not necessarily be at the time when you are getting ready to sign them for a drive, but you get to understand the driver and when an opportunity comes in the future, you already know the right kind of drivers who are out there. You have already done the legwork and you know who is right for the right chance.”

**Question: What achievement have you been most proud of in motorsport?**  
**John Charles**  
**Via email**  
**CD:** “Oh wow, that is a hard question. I would have to say it was probably our first win from pole position to win that we had with Tom Ingram [at Brands Hatch at the start of 2016]. There had been so much work and so much effort put into that whole programme. There was a massive passion behind that.”

“I know there have been independent title wins and other individual moments after that, but we had waited so long for that moment at Brands Hatch that it was so special for us all. It was a huge moment for me.”

**Question: How hard was it to part ways with Tom Ingram at the end of 2020? You guys had grown up together in terms of the BTCC. Are you still friends?**  
**Leo Barclay**  
**Via email**  
**CD:** “Yes, of course we are still friends. There is no problem. It was a difficult time because, at the time, there were a set of circumstances which had presented themselves that we just couldn’t get through – and believe me, we tried.”

“It was tough, and we laboured over it for a good couple of months – probably

continued on page 24





# FEATURE



Ingram took Speedworks' first BTCC podium at Rockingham in 2015



The Corolla was a winning BTCC machine in its second-ever meeting



Dick says the team members are like a family unit within Speedworks

a little bit longer – to try and find a way through and to find a solution. Ultimately, we couldn't and the time was up and it was a very tough period to get through that and work out where we were going to go in the future. It was a bumpy time, but we are all good now." MN: It seems that Speedworks does things slightly differently to a lot of other teams in the effort you put in to bringing your own commercial aspects to every deal. It is not a question of just signing a driver, taking his or her money and running them. You are very involved with every element and you work as hard as the driver to make the finances work...

CD: "The model of doing that hasn't changed from our point of view since we started in the British Touring Car championship. We work hard to support the drivers and we don't just sit back. We look at the driver as the customer, sure, but if we just expect them to go out and find all of the budget then we are restricted in the drivers we can select to race for us. If we work hard to get the budget together too, then we get control over who we put in the seat."

"Of course, we are not completely in that area. We can't pick a known-name professional driver and put them on a wage. We aren't quite in that position, but the work we do allows us to put the people in the seat that we want in the car to work with us."

**Question: Do you think having been a racer yourself gives you a head start as a team manager? Do you sit in on debriefs?**

Steven Nye  
Via email

CD: "Having done every job that we have got within the team – all of them over the years – I have a good understanding of what it takes to get the job done. I sit in on debriefs, absolutely, and it is very difficult for me sometimes to not take control of it and push for a certain direction. But I sit in there and offer up my ideas and make sure that a driver is clear and concise in what he is saying and that the engineer is understanding the information that he is being given."

"There are some times when I will see a

potential miscommunication between the two, and I want to make sure there is some clarity in the process. These are just things I have picked up over the years and you can see how some things might fall between the cracks sometimes. You can tell an engineer has heard a certain thing from a driver and maybe I have heard a slightly different thing in terms of what the driver is saying. It is about making sure that we are all on the same page."

"That comes from – not just good communication and telling people exactly what you want – but also my time behind the wheel. I can think back to how I might have described an event in the car. I have an understanding of how the car is set up and I can pick out where a driver might be struggling. I am in a position to offer an alternative view or just have an input."

"I like to think I can help, but if you ask the engineers, they might give you a totally different answer."

MN: Does that happen often? Or are you just generally happy to sit back?

CD: "I have to be careful because I have employed good people and I want them to do their jobs well. I don't get stuck in all the time? Not at all. I am there if they need me and I keep an eye on the direction. I try not to interfere. I let them do the job and if I feel it is going astray or I have something to offer, then I will speak up."

**Question: Have you been tempted to race one of your own British Touring Car Championship machines?**

**"I have done every job going within the team"**

**Christian Dick**

Malcolm Munt  
Via email

MN: Isn't there a story about you crashing one a while ago?

CD: "Yes, that was a few years ago at CarFest North at Oulton Park, but it was a car owned by Rob Austin – one of his Audi A4s – so it was used to being crashed!"

"We were meant to go out and do a demonstration race. We went to the briefing in the morning and they told us they had put some plastic barriers out on the start-finish straight in the form of a chicane to slow us down a bit."

"Naturally, I hadn't listened properly in the briefing so when this car ahead of me started braking on the straight, I pulled out to overtake without realising that there was a bunch of plastic barriers straight in front of me. That was slightly embarrassing."

"I have done shakedown in both the Toyota Corolla and the Avenis that we had before. Usually the drivers are mad keen to come and do shakedown to make sure the cars are exactly to their liking, but there have been occasions when they can't and I will step in instead. I would go out and bed in brakes for drivers, that kind of thing. I have not driven them in anger."

"I drove one in a test in the very early days, but I would love to have another proper go when it was in a competitive situation in a test or race weekend, sure. I would be really interested to see how I got on with it and how it felt."

"When we have visitors to the workshop and I am showing them around the cars and showing them how many components we now make ourselves in-house – designed, machined, created – I sometimes take for granted how much we actually do ourselves. I know the hands-on effort in terms of the preparation, but the amount of work it is tremendous. For that reason, it would be really nice to drive something that we have put together and something that we can be so proud of as a team. That would be nice but, at the same time, I wouldn't want to damage it."

**Question: Which do you prefer to race in – GT racing or the British**





The first win from pole came at Brands Hatch in 2016 with Ingram

**Touring Car Championships?**

**Gary Jennings**

**Via email**

**CD:** “As I have said before, I have such a passion for all aspects of motorsport which means it is hard to pick one over another. I am such a motorsport fan that if there is competition there, then I am going to be keen on it. I will enjoy it – particularly if we are doing well in a particular category and we are winning races.”

**MN:** You can have more input in GT racing, surely, from the pitwall? You can add in strategy elements and you can come up with plans that you can’t necessarily do with a sprint race like the BTCC, for example...

**CD:** “That might be true, but it is more so from a race engineer’s point of view than a team owner. It has to be someone who is right next to it and watching it all unfold. Those things aren’t necessarily my call on a British GT weekend.”

“But you are right in that the team can have slightly more involvement. For me on a personal level, I love the cut and thrust and the hand-to-hand combat that takes place in the British Touring Car Championship too. I like the technicality of British GT and the engineering that goes behind that – and the challenge of getting a car to work for two drivers, not just one like you have in the BTCC – or making a car work over a longer distance.”

“Both the BTCC and the British GT championships offer such different challenges and they both have some very appealing aspects to them. It is almost impossible to choose.”

**Question: If you could change one rule in the BTCC, what would it be and why?**

**Russell Scobbie**

**Via email**

**MN:** We guess that would be massive cash prizes for team bosses, perhaps?

**CD:** “Oh yes, I would take the money! The thing about the British Touring Car Championship is that it works really well. I can’t think of too many areas that need attention.”

“There is a really good balance of the technical challenge that it represents to us as a team and the racing. Winning in

the British Touring Car Championship is certainly not easy. I think the only things that immediately spring to mind to change – which I know is boring – is some extra things that we could bring in to bring the budgets down, because it is still expensive.”

“The current rules, the NGTC regulations, are probably the cheapest touring cars have ever been and people can still be competitive in it for a long, long time, but that doesn’t mean that it is cheap.”

“There is nothing exciting or revolutionary you need to do with the series from the outside, because it delivers the action, it delivers the profile and it delivers the fanbase. The way things have been set up over the years with the weight and the different option tyres that we have been using have all added to the show and provide just another challenge for us to try and conquer.”

“It is going to be interesting to see what new challenges the new hybrid systems will bring into the championship for 2022, so maybe I would like to answer that question again in 12 months’ time.”

**Question: What is the long-term aim for Speedworks? Would you like to take the team to Le Mans, for example? Or anywhere else?**

**Barry May**

**Via email**

**CD:** “Never say never to anything. The amount of engineering capacity we have at the team is growing all the time – the design and build areas of Speedworks are doing really well, so that side of the business is fine. The GT side is doing well and it is busy: there is more and more scope now to go and do some overseas races in that area. Le Mans? Crikey, which team would not want to go and do that? There are plenty of iconic event that we would want to go and be part of.”

“My immediate goal still has to be to get this British Touring Car Championship landed. We have been so close to winning and we have been capable of it for a little while, but we have simply got to get it closed out, we have to get it done. I am working on it, trust me.” ■



Team boss says he is now happy that he satisfies his winning desires from the pitwall not the cockpit



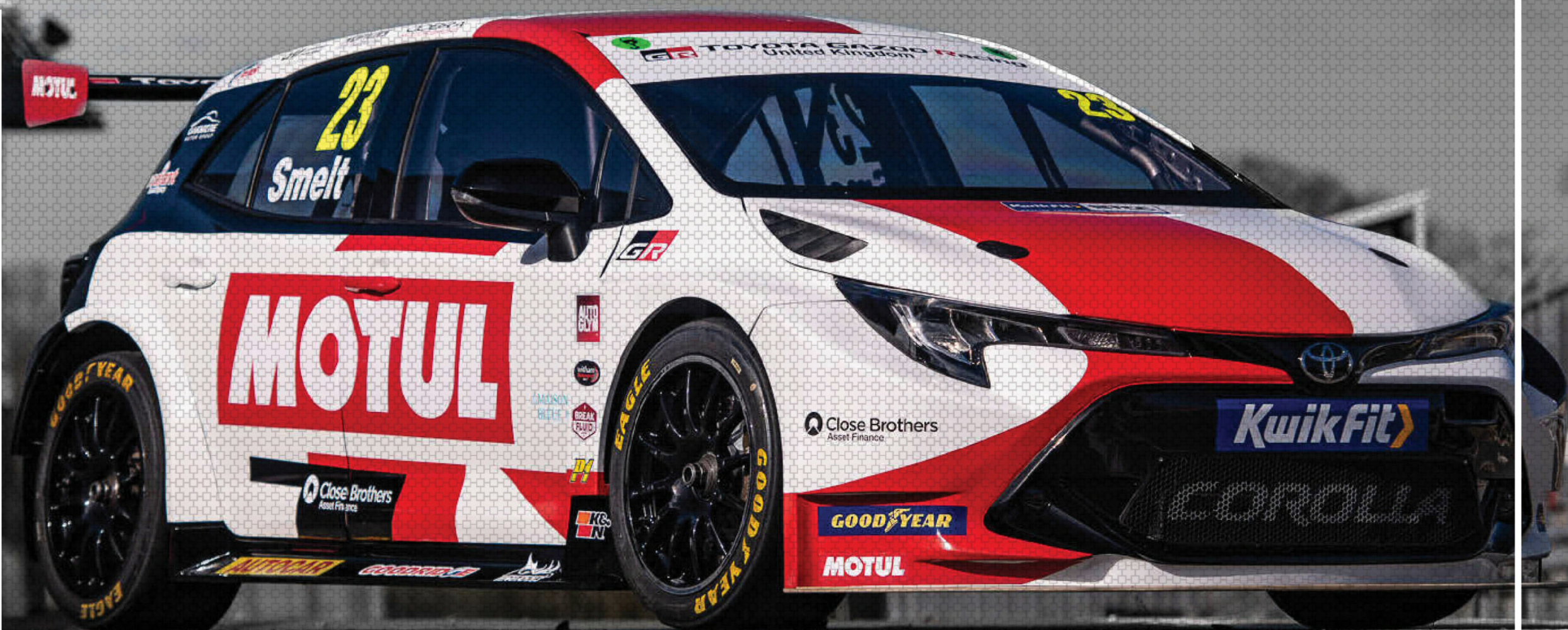
Speedworks has joined British GT4 ranks with the Supra



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# GETTING OVER THE LINE

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*Speedworks Motorsport boss Christian Dick is excited about the new BTCC hybrid systems*

Photos: Jakob Ebrey

**T**he 2022 British Touring Car Championship will represent a brave new world for all of the teams and drivers on the grid. The introduction of new hybrid systems fitted to all machines will not only create a new engineering challenge but will also introduce a further element of strategy to the racecraft.

The Motul-backed Speedworks Motorsport team, which will field a brace of Toyota Corollas in this year's contest, has been at the cutting edge of developing the new systems. Twenty-three of the potential 2022 entrants took to Donington Park last weekend for a hybrid installation test session and it was an eye-opener for all teams and racers to get to grips with the boost system.

This year, the drivers will no longer have to carry success ballast, as has been the case in previous campaigns. Instead, the successful racers will be hamstrung by having less hybrid energy to harvest which could put them under threat from a following car which has access to more electrical power.

Speedworks Motorsport has been out running two of its new machines and it is vital to get the early mileage in too. With a refreshed engine installation for 2022 as well, there are plenty of variables to nail down before the championship bursts into life at Donington Park's National circuit on April 23-24.

Team owner Christian Dick is a man who enjoys the technical challenge of anything new coming into the BTCC, and he has been on the frontline of sorting out all the details ahead of the first hybrid season. Not only that, there is still the traditional legwork to be done on the set-up of the cars to make sure they are at the sharp end of the timesheets.

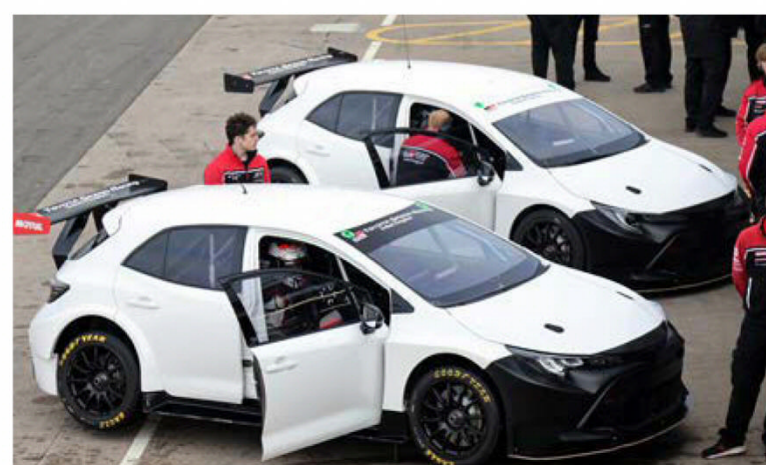
Dick says that the introduction of the new hybrid systems will mean the engineers, the teams and the drivers will have to have a new approach to their motorsport in 2022.

"The hybrid systems should improve the racing and the show," he says. "Each driver will have essentially got an extra boost of horsepower for 15 seconds a lap roughly and they can use that when they choose. That is going to make things more exciting.

"There will, or course, be strategy of when is the optimum time to use that boost when you



Motul-backed Speedworks has been at the cutting edge of developing the new BTCC hybrid systems

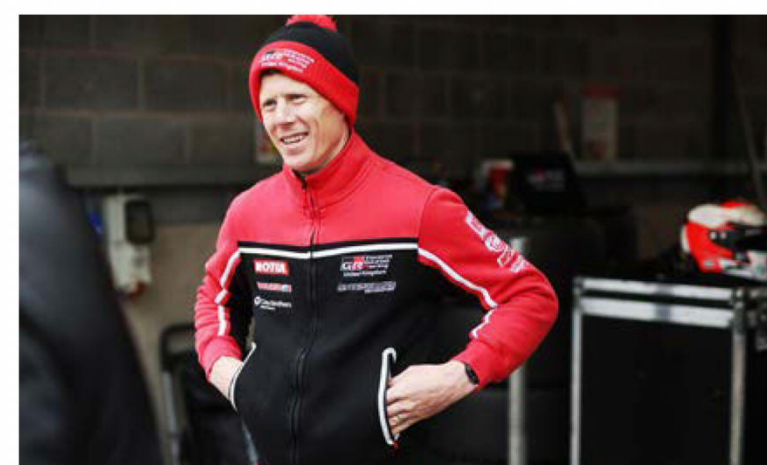


The Corollas have been out testing for new BTCC

are trying to get a lap time from it. I think that inside a certain period of time, all of the teams will work out what that looks like and when it is.

"Once people have that knowledge, I am not sure qualifying is going to throw up that many surprises. Once you get to the races, it is going to be interesting. I don't think drivers will be able to come from the back to the front with the boost that is on offer, but it will make the racing within the groups that people are racing in."

And that will be one of the most intriguing aspects of the new season. The deployment of the extra hybrid boost could be done by a driver to stretch away from those who might be chasing them or, alternatively, it could be used as an aid to defend from a rival who might be faster. The options are up to the individuals behind the wheel themselves, and there is unlikely to be any prescribed way to use the boost to make a difference. Each race throws up myriad options and that will be the fascinating part of the revamped category this term.



Speedworks' Rory Butcher will have race options

"The engineers will be working out how to get the most from a lap time and everyone will get to that level relatively quickly," says Dick. "Maybe towards the end of the year, most people will have a good handle on extracting the most out of it or it might even take an entire season – but the races aren't just about pure lap times, are they?"

"In the racing, it will be two or more drivers going head to head and trying to outsmart each other with when they are using their allocation of boost. Those decisions are going to fall to the drivers – there isn't a huge amount we can do as engineers in that situation other than to try and make sure they are not using it unnecessarily. We can educate them and that will either be through trial and error or looking back over footage to see how it works best over the opening few races. It is another new addition that will add to the excitement of the BTCC, and it is going to be fascinating to see how it plays out in practice."

*"The options of how to use the systems will be down to the individual drivers themselves in each race"*



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# RACING REPORTS

Photos: Paul Lawrence

BRANDS HATCH: HSCC BY PAUL LAWRENCE

APRIL 2-3



Simms was class of the Historic FF2000 racers



Kivlochan twice caused red flags

## SIMMS MASTERS THE COLD AT BRANDS HATCH

**Lightning starts and scorching opening laps did the hard work for Benn Simms as he dominated the opening two rounds of the Historic FF2000 Championship on the Brands Hatch Indy circuit.**

Saturday's FF2000 race ended up being delayed until Sunday after two red flags. On both starts, Simms worked hard on the green flag lap to find some tyre temperature on a very cold track and shot into an immediate lead as fellow champions Andrew Park and Graham Fennymore headed the chase. However, midfield moments caused two stoppages and the five-minute re-run was slotted into Sunday's programme. Despite concerns about his clutch, Simms yet again shot clear on the opening lap and was able to keep

Park and Fennymore at arm's length. Sunday's longer race followed a similar format as Simms shot clear on the opening lap.

Compared to his disastrous 2021 season, Jeremy Clark had a pretty good start to 2022 in the 70s Road Sports double-header but can count himself unlucky not to have won at least once.

When Charles Barter retired his misfiring Datsun 240Z from a mighty lead in the opener, Clark forged his Lotus Elan ahead despite intense pressure from the Morgan Plus 8 of Kevin Kivlochan. For lap after lap, Kivlochan tried to power the Morgan ahead but Clark resisted until he ran a little wide at Graham Hill Bend on the final lap and Kivlochan stole ahead.

The second race was twice red-flagged, both times for Kivlochan. First time around he speared off into the Druids gravel when trying to fend off Paul Tooms under braking but was towed out and re-took pole position for the restart. This time, Clark wriggled ahead of the Lotus Europa of Tooms as a struggling Kivlochan dropped to third and then fourth as the flying Barter stormed through from the back of the grid. The lap after Barter dived into the lead at Clark's expense, Kivlochan's Morgan blew up and dumped its oil at Clearways and the race was halted.

Michael O'Brien, in Speedsport's latest Brabham BT6, and Chris Drake in his flying Terrier shared the Formula Junior victories on Saturday, while John

Harrison dominated both Classic Clubmans races.

Rory Smith (Ralt RT4) was the class of the combined Formula Atlantic/Classic F3 field and twice won at a canter once he had overcome early leader Marc Mercer (March 73B). The best of the concurrent Classic F3 cars was the Lola T670 of Anthony Hancock.

The Historic Touring Cars produced two barnstormers and the opening race was a real highlight. Four cars made the running, topped by Jack Moody in his newly-built Lotus Cortina while Bill Sollis hurled his Mini Cooper around to head the chase. Mike Gardiner and Bob Bullen were right in the mix and it was Gardiner who picked his way to the front when Moody slowed a

misfire, Bullen had oil pressure issues and Sollis ran short of fuel. With his fuel flow restored, Sollis charged ahead in the second race when early leader Gardiner briefly faltered.

The Historic Road Sports race was a cracker and the result was in doubt until the final corner. Frazer Gibney wriggled his Lotus Elan ahead off the line but then had the AC Cobra of Kevin Kivlochan breathing down his neck. Eventually power told, and Kivlochan forged ahead but Gibney was not done and gave mighty chase. Into Clearways for the final time, Gibney gave it his best shot and came so close to getting under the Cobra. Kivlochan than launched for the line and was just six-tenths clear after 21 laps.

RACE WINNERS
<b>70s Road Sports/80s Sports and GT</b> <b>Race 1:</b> Kevin Kivlochan (Morgan +8); <b>Race 2:</b> Charles Barter (Datsun 240Z)
<b>Formula Atlantic/Classic F3</b> <b>Race 1 &amp; 2:</b> Rory Smith (Ralt RT4)
<b>Formula Junior rear-engined</b> Michael O'Brien (Brabham BT6)
<b>Formula Junior front-engined</b> Chris Drake (Terrier MkIV)
<b>Formula Ford 2000</b> <b>Race 1 &amp; 2:</b> Benn Simms (Reynard SF77)
<b>Classic Clubmans</b> <b>Race 1 &amp; 2:</b> John Harrison (Mallock Mk21)
<b>Historic Touring Cars</b> <b>Race 1:</b> Mike Gardiner (Lotus Cortina); <b>Race 2:</b> Bill Sollis (Mini Cooper S)
<b>Historic Road Sports</b> Kevin Kivlochan (Morgan Plus 8)

OULTON PARK: BARC BY PETER SCHERER

APRIL 2

## ISHERWOOD RESISTS LEGENDS PRESSURE

Photo: Steve Jones

Matthew Isherwood took his maiden Legends Cars victory in the first of the day's races, in a one-lap sprint after a safety car intervention.

While Isherwood retained his lead from the green flag, Marcus Pett lost out and it was Jack Parker and defending champion Miles Rudman that were right behind at the flag.

With both Isherwood and Rudman early pit retirements, the second race became a duel to the flag between John Mickel and Parker. Their fight allowed Andy Bird and Daniel Clark to close in too, but Mickel took the spoils as all four held station, covered by only 0.608 seconds.

Rudman finally got a win in the restarted final, having led a battle with Chris Needham and Will Gibson from the second lap. On the final lap, Rudman managed to retain his slight advantage but, after a brief

excursion, Needham dropped to sixth and Parker completed the podium behind Rudman and Gibson.

Wayne Marrs/Tom Jackson comfortably won British Endurance race in their Mercedes AMG GT3. Marrs was joined by Kevin Clarke's BMW Z4 in a very early break and, from lap 10, Clarke was in charge and consolidating.

After the first stops however, Jackson was left on his own after Ryan Lindsay only lasted two laps before the Z4 broke a driveshaft. Jonny MacGregor's Taranis was second, a lap down, with Chris Goddard/Charles Hollings' Ferrari 458 third.

It was seven laps into Praga Cup before the race really got underway, after a three-car collision into the first corner between Scott Mittell, Rob Wheldon and Stefano Leaney. Tommy Foster led Gordie

Mutch until the stops, when Jimmy Broadbent briefly led in the Mutch car. But with Miles Lacey in for Foster, he soon took charge and secured victory by over eight seconds, with Broadbent retaining second from Mittell/Charles Hall.

It was a promising start in the CNC Heads Sports Saloons, with Paul Dobson's Locost and Andrew Southcott's MG battling. But after Southcott had the lead into Knickerbrook on lap three, Dobson retired with a loss of fuel pressure and left his rival with a dominant victory.

While Ric Wood's Nissan Skyline held a solitary second, third was an entertaining duel between Oliver Thomas' Subaru Impreza and Tim Foxlow's Escort.

Despite having lost fourth gear, Thomas finally claimed the place after numerous exchanges.



RACE WINNERS
<b>Legends Cars</b> <b>Race 1:</b> Matthew Isherwood; <b>Race 2:</b> John Mickel; <b>Race 3:</b> Miles Rudman
<b>British Endurance</b> Wayne Marrs/Tom Jackson (Mercedes AMG GT4)
<b>Praga Cup</b> Tommy Foster/Miles Lacey
<b>CNC Heads Sports and Saloons</b> Andrew Southcott (Lenham MG Midget)

Isherwood held sway in one-lap Legend sprint in race one to take maiden category win





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RACING REPORTS

Photos: Mick Walker

DONINGTON PARK: MSVR BY STEVE WHITFIELD **APRIL 2-3**

JOHNSON MAKES A WINNING COMEBACK



Two podiums were a great start for Johnson



Thacker heads away huge 7 Race Series grid

**Richard Johnson enjoyed a successful Donington Park return at MotorSport Vision Racing’s season-opener, taking a win and a second in Sports 2000.**

Having made a fiery exit during last season’s visit, Johnson triumphed in race one after Michael Gibbins suffered a clutch failure while holding a 10-second lead. Gibbins stormed from 17th to fifth in race two, but a gear linkage issue prevented him from gaining further places. Johnson led the early stages but was beaten to victory by Joshua Law, who made a well-executed pass into the Roberts

chicane in his updated MCR S2n machine. “A little unexpected,” reflected Johnson on the weekend. “This time last year I had a smashed radial head and here we are, almost a year to the day, back racing again.”

Caterham’s 7 Race Series did not disappoint, with two typically frenetic races in the 420R class. Phil Jenkins prevailed in a multi-car battle to lead Mark Stansfield and Anthony Barnes when the race was brought to an early conclusion with five minutes remaining.

The victor had the track all to himself on his cool-down lap, having not seen the chequered

flag first-time by.

The 2020 series champion Jenkins swiftly climbed from 10th to third in the partially reversed grid race behind Paul Thacker and Barnes, and swept past the pair exiting Redgate as they contested the lead. But, while trying to keep his tyres warm in the cold conditions during a late safety car period, Jenkins inexplicably lost control and dropped out of the top 10. Thacker controlled the restart to take victory ahead of Barnes, with the chequered flag again waved early after Oliver Gibson and Stewart Calder collided through the Craner Curves.

Peter Morris led from start-to-finish in the opening Porsche Club race, with Chris Dyer and reigning champion Simon Clark finishing close behind. But race two was far more dramatic, thanks to a rain shower leaving parts of the circuit damp. Morris was the first to be caught out in the slick-shod machines by spinning out of the lead, with Dyer and James Caley following suit.

Clark took a dominant win in his 996 ahead of the recovering Morris, while Bill Caley - making his Class 1 debut in Clark’s 2021 title-winning Cayman - was pipped

to third by his father James in the closing stages after suffering overheating brakes.

The five-hour EnduroKa event once again lived up to its fun reputation, with the likes of British Touring Car Championship driver Ollie Jackson and Scott Parkin - double-victor in the weekend’s Focus Cup - taking part.

There were plenty of creative team names among the 45 entrants, not least the Yippee-KA-yay team of Ben Gillas, Mark Johnson and Mark Harrison, which triumphed after the AxiaMetrics squad pitted from the lead in the final half-hour.

RACE WINNERS	
<b>911 Challenge and Boxster Cup</b> <b>Races 1 &amp; 2:</b> Tim Bates (Porsche 911)	<b>Sports 2000 Duratec</b> <b>Race 1:</b> Richard Johnson (MCR S2); <b>Race 2:</b> Joshua Law (MCR S2n)
<b>EnduroKa</b> Yippee-KA-yay (Ben Gillas, Mark Johnson, Mark Harrison)	<b>Sports 2000 Historic</b> <b>Race 1 &amp; 2:</b> Paul Streat (Lola T87/90)
<b>Focus Cup</b> <b>Races 1 &amp; 2:</b> Scott Parkin	<b>7 Race Series 1600</b> <b>Race 1:</b> Gary Smith; <b>Race 2:</b> Don Henshall
<b>Porsche Club</b> <b>Race 1:</b> Peter Morris (Porsche 997); <b>Race 2:</b> Simon Clark (Porsche 996)	<b>7 Race Series 420R</b> <b>Race 1:</b> Phil Jenkins; <b>Race 2:</b> Paul Thacker

SNETTERTON: GB4/CSCC BY GRAHAM KEILLOH **APRIL 2-3**

Photos: Steve Jones



W Series race-winner Gilkes led all of the third GB4 race



Thompson (66) was beaten by Pratt (75) by just 0.026s

GB4 DELIVERS THE SHOCK OF THE NEW

In the first-ever race for the junior single-seater GB4 championship, Fortec driver Nikolas Taylor in his first-ever car race dominated from pole, leading all the way with Elite’s Alex Walker and Kevin Mills Racing’s Tom Mills in his wake.

“I just kept my head down and kept pushing,” Taylor told Motorsport News. “I was really nervous to be honest because we were doing practice starts and we couldn’t do proper ones because our tyres were so cold. But I’ve done racecraft online, I was pretty confident with my ability to race.”

In race two however Walker was able to take Taylor’s lead at the first turn by running impressively around the outside. Then at Brundle on lap one, in dirty air and on cold tyres, Taylor spun to the back. He recovered to finish sixth while Walker led Mills home.

Megan Gilkes won the reversed-grid race, taking the lead with a fine start then holding her Hillspeed team-mate Max

Marzorati at arm’s length, both drivers making 11th-hour one-off appearances at Snetterton. Marzorati maintained second place after a frenzied battle with Fortec’s Elias Adestam.

Gilkes’ triumph made up for a weekend wherein she missed half of qualifying due to officialdom being unhappy with her seatbelts, then she retired from race two due to a holed radiator.

“I just needed to get away at the front, I almost wanted to turn my mirrors down to avoid making any mistakes while looking behind me,” Gilkes told MN. “I had a frustrating weekend but I knew the pace was there from testing.”

Christian Pittard won the opening Magnificent Sevens race after a close fight with runner-up Ben Simonds. Early leader Stephen Nuttall dropped out with an electrical gremlin, but returned for race two and roared from the back to lead after three laps and won from Pittard.

Andrew Windmill won the Tin Tops race comfortably while

Carl Chambers won the Turbo Tin Tops race from a rapidly closing Nigel Tongue in his VW Scirocco shared with John Hammersley.

Karl Cattliff won in Modern Classics, passing the long-time leading Diet Coke-sponsored BMW M3 of Wesley Butcher who had taken over from Dave Griffin.

Former Pickup racer Daniel Petters dominated the New Millennium race in his recently acquired Porsche 911. Stuart Daburn similarly dominated the Future Classics race from pole while Sam Smith had an equally imperious showing in Classic K.

William Pratt won the opening Morgan race by thrillingly pipping Andrew Thompson in the run to the line. Thompson won race two after Pratt spun to the back on lap one.

Sam Polley won the Swinging Sixties race for cars up to 2000cc, recovering from a spectacular off at Wilson. Oliver and Nigel Reuben cruised to win the over-2000cc race.

RACE WINNERS	
<b>Swinging Sixties</b> <b>Group 1</b> (up to 2000cc): Sam Polley (Mini Marcos 1380) <b>Group 2</b> (over 2000cc): Oliver Reuben/Nigel Reuben (TVR Griffith 4727)	<b>Race 1:</b> Christian Pittard (Caterham CSR 2500) <b>Race 2:</b> Stephen Nuttall (Caterham Supersport 2400)
<b>Future Classics</b> Stuart Daburn (TVR Tuscan Challenge 5000)	<b>Classic K</b> Sam Smith (Lotus Elan 1598)
<b>Tin Tops</b> Andrew Windmill (Honda Civic Type R Leggera 1998)	<b>Morgan Challenge</b> <b>Race 1:</b> William Pratt (Morgan +4 2500) <b>Race 2:</b> Andrew Thompson (Morgan ARV6 3700)
<b>GB4 Championship</b> <b>Race 1:</b> Nikolas Taylor (Fortec Motorsports) <b>Race 2:</b> Alex Walker (Elite Motorsports) <b>Race 3:</b> Megan Gilkes (Hillspeed)	<b>Turbo Tin Tops &amp; Puma Cup</b> Carl Chambers (Peugeot 208 GTI 30th (T) 1600)
<b>Magnificent Sevens</b>	<b>Modern Classics</b> Karl Cattliff (BMW M3 E36 3201)
	<b>New Millennium</b> Daniel Petters (Porsche 911 997 GT3 Cup 3800)



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Seven-time World champion left frustrated by scoring just a single point in Jeddah showdown

## LEWIS: MERCEDES DESPERATE TO REGAIN LOST MOMENTUM



By Matt James  
Briton Lewis Hamilton says it is impossible to fight for grand prix wins unless his Mercedes car is radically overhauled. The seven-time World title winner struggled in the Saudi Arabian Grand Prix last weekend and could only manage 10th spot in a strategy-affected run. Team-mate George Russell secured fifth position, while Max Verstappen took his maiden win of 2022 after a tense battle with Ferrari's Charles Leclerc. Hamilton said that the Mercedes engineering brains needed to come up with a solution to unlock the pace from his W13 chassis. He also said that there could be several areas of the car that need beefing up to enable Mercedes to fight with Red Bull and Ferrari. Hamilton said: "We are down on speed and on the speed track. I don't know if that is just one fix or several things. I don't know how much drag we have compared to the others, but it feels like a lot." Full story, page 5



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### INTERVIEW

**READERS' Q&A:  
ALASTAIR CALDWELL**

F1 title-winning team manager  
in the hot seat p32



### REPORT

**EDWARDS  
TAKES  
FIAT GLORY**

British champ comes out  
on top in Wales p38



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RALLY REPORTS

BIRR STAGES RALLY: BY MARTIN WALSH

APRIL 3

MOFFETT TAKES ANOTHER IRISH WIN

Photos: MartinWalsh



Moffett made it two from two

There was yet another start-to-finish victory for the in-form Monaghan ace Josh Moffett (Hyundai i20 R5) in Ireland last weekend. This time he prevailed in the Birr Rally, the second round of the Motorsport Ireland National Rally Championship.

After the day's six stages he had amassed a 33.7-second winning margin over the Ford Fiesta WRC of Donegal's Declan Boyle. Armagh's Darren Gass (Citroen C3) was 19s further behind in third.

Beneath an almost cloudless sky, Moffett showed his mettle

and netted a 13.1s gain from the opening stage. Gass (Citroen C3) offered the initial opposition but four-time British Rally champion Keith Cronin, on his first outing in the family-owned VW Polo GTi R5, was only three tenths of a second shy of second place.

With the best time on the second stage, Cronin took second to trail rally leader Moffett (who had some intercom woes) by 11.5s.

Fermanagh's Garry Jennings slotted his Fiesta R5 into third position - another 10.9s behind in what was his first time to experience dry conditions in the

right-hand-drive machine.

Declan Boyle (Ford Fiesta WRC) was reluctant to push as he experienced handling issues; Gass spun at the final junction and slid down to fifth. Desi Henry's progress was stymied by pop-off valve troubles with his Ford Fiesta R5 while an unrelenting Kevin Eves made light of clutch trouble as he powered his Toyota Corolla into seventh to dominate the two-wheel-drive category.

Moffett and Cronin served up an intense contest. They shared identical times on the third stage with the former 0.9s of a second

faster on the fourth stage to extend his lead to 12.4 s. Jennings was 21.3s further adrift but withdrew at the service park for medical reasons.

Boyle improved his performance as a result of set-up changes. Elsewhere, Henry was still contending with the pop-off valve problem. Cronin retired his VW Polo with a broken propshaft early on the penultimate stage and Moffett was able to ease off to claim the spoils from Boyle and Gass, who secured the additional bonus point for the best time of the final stage. Henry's misfiring Fiesta



Four-time BRC champion Cronin was quick on VW debut

finished fourth followed by Stephen Wright (Fiesta R5).

In the two-wheel-drive category, sixth-placed Eves (Toyota Corolla) finished 31.7s ahead of Cavan's Gary Kiernan (Ford Escort) that sustained a broken propshaft on the opening stage. Jason Black (Starlet) was third in class.

**Results**  
**Organiser:** Birr & District Motor Club  
**When:** April 3 **Where:** Fortel, Birr, Co. Offaly  
**Stages:** 6 **Starters:** 150  
**Championships:** Motorsport Ireland National Rally Championship; West Coast Rally Championship; Midlands East Rally Championship; Border Rally Championship.  
1 Josh Moffett/Keith Moriarty (Hyundai i20 R5) 48m58.2s; 2 Declan Boyle/James

O'Reilly (Ford Fiesta WRC) +33.7s; 3 Darren Gass/Noel O'Sullivan (Citroen C3 Rally2) +52.7s; 4 Desi Henry/Paddy Robinson (Ford Fiesta R5) +55.8s; 5 Stephen Wright/Darragh Kelly (Ford Fiesta R5) +1m32s; 6 Kevin Eves/Chris Melly (Toyota Corolla) +1m45.2s; 7 Michael Carbin/Dean O'Sullivan (Mitsubishi Lancer E8) +2m23.3s; 8 Gary Kiernan/Darren O'Brien (Ford Escort) +2m26.9s; 9 Jason Black/Karl Egan (Toyota Starlet) +2m34.1s; 10 Niall Maguire/Conor Foley (Fiesta R5) +2m48.7s. **Class winners:** Colm Connor/Ger Flanagan (Honda Civic); Dara Leonard/Paddy McCrudden (Ford Fiesta Rally4); Richie Dalton/Ger Brett (Subaru); Henry/Robinson; Keith Costello/Kenneth Blanche (Ford Fiesta); Liam McMullan/Christy McLaughlin (Honda Civic); Brian Armstrong/Aodhan Gallagher (Ford Escort); Black/Egan; Eves/Melly; Eoghan Fogarty/Cian Fogarty (Toyota Corolla); Cathal Nolan/Tom Murphy (Honda Civic).

HRCR: RALLY NORTH YORKSHIRE BY MARTIN PHAFF

APRIL 3

Photos: Phill Andrews

WILLAN CONTINUES HIS WINNING RUN

Dan Willan and Mark Appleton stretched their lead to just under a minute by the finish of the second round of the Motorsport News Historic Rally Car Register Clubmans Championship in North Yorkshire last Saturday.

Second placed Darell and Nicky Staniforth's Mini Cooper edged out the Toyota Corolla of Leigh Powley and Paul Bodset in the final standings. However,

most plaudits went the way of Paul Bloxidge and, more importantly, 16-year-old Oli Waldock. The teenager took time out from GCSE revision to navigate his grandfather to fifth place overall in only his second championship event. Oli recorded the fewest road penalties of any crew an amazing feat and he proved himself as a rising star to look out for.

The rally was organised by York Motor Club and was centered on Easingwold, north of York. It included 10 regularity road sections and 13 off-road special tests. The regularity sections started as fairly easy and then became more challenging as the day wore on with a plethora of speed changes to tax the most agile mind. The tests however were full on throughout the day covering airfield and quarry locations that brought a smile to just about everybody.

The morning results showed how tight the competition is with just 11 seconds covering the top four crews, Willan/Appleton, Powley/Bosdet, John Haygarth/John Youd and Staniforth/Staniforth. Less lucky were James Griffiths and James Howell who destroyed their oil cooler after a minor off and couldn't repair in time.

Willan said he "managed to limit the mistakes on the early tests which included a half spin and knuckle down to show the car's potential in the afternoon"

The satisfaction of most test

wins went to John Haygarth with six. However a test maximum on the final test dropped them down the final order

The final regularity was the most challenging with the instructions being given to navigators' half as they left the start control and the remainder en route, with 13 speed changes providing crews with 49 minutes of stress.

This final sting in the tail brought the crews back to the center of Easingwold where the whole town had gathered at the marketplace to enjoy, which is becoming something of a tradition for the York MC event.

**Results**  
**Organiser:** York Motor Club **When:** April 3  
**Where:** North Yorkshire **Starters:** 56  
1 Dan Willan/Mark Appleton (Volvo PV544) 22m25s; 2 Darell Staniforth/Nicky Staniforth (Mini Cooper S) +53s; 3 Leigh Powley/Paul Bosdet (Toyota Corolla); 4 Darren Everitt/Susan Dixon (Triumph 2000); 5 Paul Bloxidge/Oli Waldock (VW Golf GTI); 6 Harvey Steele/Martin Pitt (Volvo 144); 7 Jon Dunning/Henry Carr (Escort RS2000); 8 Elliott Dale/Charlotte Ryall (Escort RS2000); 9 Les Andrew/Martin Phaff (Peugeot 1042S); 10 John Haygarth/John Youd (Opel Kadett Rallye). **Class winners: experts:** Elliott Dale/Charlotte Ryall; **novices:** Paul Bloxidge/Oli Waldock.



Willan and Appleton tried to iron out any mistakes



Paul Bloxidge was co-driven by teenaged grandson Oli



The Staniforths were pleased with a second-place finish



## COLUMNIST

## MATTHEW REES

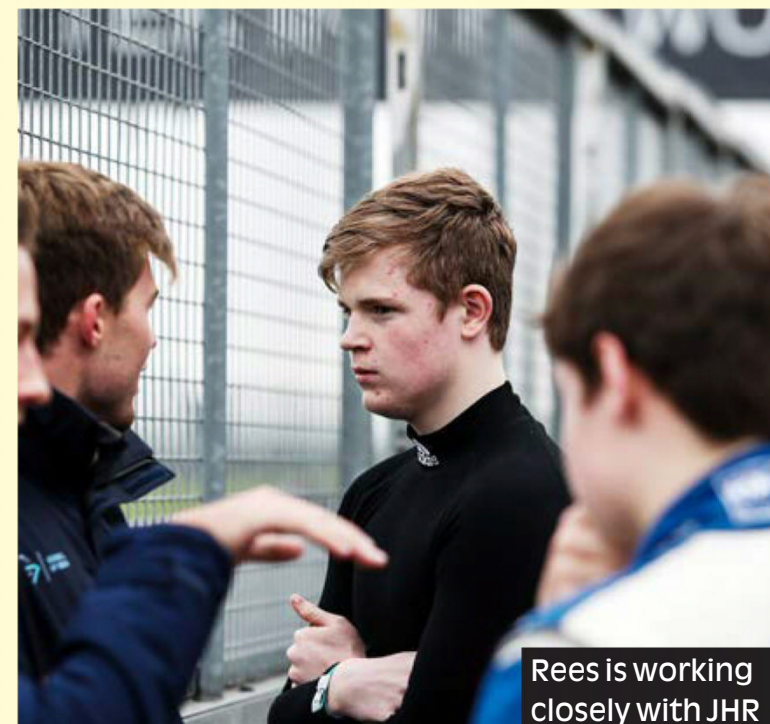


*Reigning British Formula 4 champion is ready to hit the ground running in GB3*

Photos: Jakob Ebrey



Rees is getting GB3 mileage in



Rees is working closely with JHR

**M**y preparations for stepping up to the GB3 championship this season, still with the JHR Developments team that I won the British Formula 4 championship with last year, have gone quite well. We seem to be somewhere near the top of the timesheets quite consistently so we're pretty happy with that.

Paul Leach, JHR's technical director, is making great steps forward with the car, and on the media day we were setting roughly the same times or were a little bit quicker than Luke Browning of Hitech GP. I wouldn't say we're always competitive but we're always somewhere near.

We've got a fair amount of pace on race runs, I just need to work on a little bit in the qualifying, apart from that we're looking quite good for the start at Oulton Park's season opener later this month.

We didn't have the best weekend in British F4 at Oulton last year but we were still fairly strong. We know the track quite well and have

tested there a fair number of times, albeit not in the new GB3 car. Also with the new car Paul and his people seem to be working quite a lot of magic at all the tracks, so we'll do the best we can at the start.

The old GB3 car wasn't too bad to drive; on the physical side you just had to get a bit of strength and it was fine. The new car has got 20 more bhp and it's got a lot of more downforce, so I've had to work a bit on my arms to build up a bit of strength.

This year I was selected to join the BRDC Superstars programme so I'm working with Andy Meyrick on a bespoke programme to help me develop.

Probably the biggest thing to adapt to when switching to slicks-and-wings competition from karting, more so than adapting to slick tyres or gearboxes, is you have to learn about using the downforce that's available to you, and learning the techniques that will help you get more downforce.

Racing in GB3 is quite new for JHR too. The team raced in BRDC Formula 3, GB3's predecessor, in 2020 and got some podiums, also Callan O'Keeffe from School Of Send, that

I work with, has raced the car before so he has experience in how to set it up; he's teaching me how to drive it pretty well and we're just all heading together hoping to do the same thing as last year.

Last year in British F4, my first year out of karting, our perspective changed after the first round. We started the season aiming for the top three or similar, just to let us move up, and the main aim was to win a few races towards the end of the year. We were not really thinking that we were going to challenge for the title because my JHR team-mate Abbi Pulling at the time was looking so strong.

But we were able to step up to it, and after the first round at Thruxton when we got a double pole it all changed and after that I won at Snetterton in round two and I just kept on focusing and we did a good job.

This year in GB3 we'll aim for the same thing as last year, a top three in the table and hopefully we can move on from the series but I'm always going to be looking for the championship.

If you were to ask me to rate myself as a driver, I'd say I'm quite decent all-round. Perhaps my biggest strength is in qualifying, my one-lap pace seems to be quite good. The consistency of the race runs is something I am focusing on.

Getting to the front is important in a slicks-and-wings car such as GB3's, and I reckon Oulton will be a killer because the new cars have got so much more downforce. I was there recently trying to follow another car and I couldn't stay with him because it would just wash every time I got somewhere near, so qualifying is going to be extra special and hopefully I can do the job.

In terms of my racing further ahead, I couldn't possibly say at the minute because I don't know with real certainty, but hopefully I'll continue on the single-seater ladder. Formula E would be interesting, or I'd be open to GTs. I would love to give it a try and hopefully see what I can do in a GT car.



Rees and JHR had plenty of British F4 success in 2021

*"We seem to be somewhere near the top of the timesheets quite consistently"*



WHAT'S ON

BOOK REVIEW

**Formula 1's Unsung Pioneers**  
**By Ian Wagstaff**  
There are many iconic teams cited spontaneously in Britain's motorsport story. The British Racing Partnership, operating from 1958 to 1964, is not generally one of them. But it really should be. And long-time motorsport

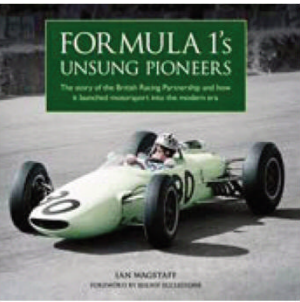
writer Ian Wagstaff, who once worked for BRP co-founder Ken Gregory, has sought to rectify this with his book published by Evro Publishing. He's clearly scrimped on little in putting it together. Go-getting BRP in large part started Formula 1 commercialism by in late 1959 partnering with a car

hire purchase outfit to become Yeoman Credit Racing Team. None other than Bernie Ecclestone in the book's foreword says BRP "paved the way" for modern F1. The large and well-presented 300-page £95 hardback charts the unique team's life stage by stage, benefiting from

plenty of first-hand voices and rigorous research. The triumphs are outlined, and so is the team's tragedy – including that Stirling Moss's top-flight-career-ending Goodwood crash was in a BRP-entered car. There's also encountering establishment resistance, which led eventually to the team's demise.

The book also concludes with a chapter tracing in the modern day BRP's cars, drivers, team members, even its Duke's Head Yard home, then it has thorough results and technical appendices. There are great illustrations in photos, programmes and plenty else too.

**Graham Keilloh**



The BRP F1 story needed telling

TV GUIDE



F1 Classics reflect on Aussie races this week

F1 Classic Races on Sky Sports F1 today (Thursday) continues with its retro Australian action in the build up to this weekend's grand prix. You can watch highlights of Formula 1's Adelaide visit in 1990 this evening at 1915hrs-1945hrs, and it's followed by the 2003 Melbourne race in full at 1945hrs-2130hrs. Then tomorrow you can watch all of the 2010 race at 1900hrs-2115hrs. The Sky F1 channel's race weekend coverage proper kicks off as usual with the drivers' press conference, which it shows early tomorrow morning at 0230hrs-0330hrs. Then its preview F1 Show is first shown at 0810hrs-0910hrs after its live coverage of Friday practice. It's also on

Sky Sports Main Event. Ted Kravitz's Notebooks are back too, with his qualifying review shown on Saturday morning at 0830hrs-0900hrs and his race review on Sunday at 0900hrs-0930hrs. The channel's Any Driven Monday show reviews the Melbourne weekend on Monday at 2130hrs-2300hrs. While if you don't fancy getting (or staying) up for the live F1 action Sky Sports F1 shows it all again at a more godly hour during each following day. Channel 4 meanwhile shows its Australian qualifying highlights at 1100hrs-1230hrs on Saturday while its race highlights are at 1505hrs-1735hrs on Sunday.

**Graham Keilloh**

LIVE TV

**FORMULA 1 AUSTRALIA**  
**Practice 1:** Friday, 0330hrs-0530hrs, Sky Sports F1, Sky Sports Main Event  
**Practice 2:** Friday, 0645hrs-0810hrs, Sky Sports F1, Sky Sports Main Event  
**Practice 3:** Saturday, 0345hrs-0510hrs, Sky Sports F1, Sky Sports Main Event  
**Qualifying:** Saturday, 0600hrs-0830hrs, Sky Sports F1, Sky Sports Main Event  
**Race:** Sunday, 0430hrs-0900hrs (start time 0600hrs), Sky Sports F1, Sky Sports Main Event

**FORMULA E ROME**  
**Qualifying 1:** Saturday, 0930hrs-1120hrs, Eurosport 1  
**Race 1:** Saturday, 1330hrs-1500hrs, Eurosport 1  
**Race 2:** Sunday, 1330hrs-1505hrs, Channel 4; 1400hrs-1535hrs, Eurosport 1

**INDYCAR LONG BEACH**  
**Practice 1:** Friday, 2315hrs-0015hrs, Sky Sports F1  
**Practice 2:** Saturday, 1645hrs-1745hrs, Sky Sports F1  
**Qualifying:** Saturday, 2005hrs-2120hrs, Sky Sports F1  
**Race:** Sunday, 2000hrs-2330hrs, Sky Sports F1

**NASCAR MARTINSVILLE**  
**Trucks race:** Friday, 0030hrs-0400hrs, Premier Sports 2  
**Cup race:** Sunday, 0000hrs-0430hrs, Premier Sports 1

WHAT'S ON

**RALLYING SATURDAY**  
■ **Rallynuts Stages Rally (mid Wales)**  
Midland Manor MC (spectators admitted)  
rallynutsrally.co.uk  
**SUNDAY**  
■ **SMC Stages (Anglesey)**  
Stockport 061 Motor Club (spectators admitted)  
smcstages.co.uk  
■ **Lookout Stages (Melbourne)**  
Trackrod Motor Club (no spectators)  
trackrodmotorclub.co.uk

**RACING SATURDAY**  
**Oulton Park, Cheshire**  
**BRSCC meeting:** FF1600, ST-XR Challenge, CityCar, Fun Cup Starts racing from 1040hrs (qualifying from 0830hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000

**SATURDAY-SUNDAY**  
■ **Goodwood, West Sussex**  
79th Members' Meeting: Classic and historic races Starts Saturday, racing from 1530hrs (qualifying from 1000hrs) Sunday, racing from 0925hrs (qualifying from 0845hrs) **Admission** from £89 **Web** Goodwood.co.uk **Contact** 01243 755055  
■ **Brands Hatch Indy, Kent**

**BRSCC meeting:** Caterham Seven UK, Caterham Seven 310R, Caterham Seven 270R, Caterham Roadsport, BMW Compact, Fiesta, Fiesta Junior, Modified Ford, Track Attack Starts Saturday, racing from 1320hrs (qualifying from 0900hrs) Sunday, racing from 1025hrs (qualifying from 1000hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000  
■ **Donington Park National, Leicestershire**  
**MSVR meeting:** GT Cup, Formula Ford, Radical Challenge, Radical SR1, Radical Club Sprint, Radical Club Enduro, Clubmans, Production Golf and BMW, Racing Saloons, Z Cars/New Generation Production BMW Starts Saturday, racing from 1225hrs (qualifying from 0900hrs) Sunday, racing from 1150hrs (qualifying from 0905hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000  
■ **Croft, North Yorkshire**  
750MC meeting: Clio Sport, BMW Car Club, 116 Trophy, Ma7da, 5Club MX-5 Cup, Type R Trophy, Sports 1000, Classic Stock Hatch, Hot Hatch Starts Saturday, racing from

1230hrs (qualifying from 0930hrs) Sunday, racing from 1235hrs (qualifying from 1200hrs) **Admission** adult £15, under 15 free **Web** croftcircuit.co.uk **Contact** 01325 721815  
**SUNDAY**  
■ **Knockhill, Fife**  
**SMRC meeting:** FF1600, Junior BMW, C1 Cup, Fiesta ST, R53 Mini Cooper S, Classic Sports and Saloons, Minis Starts racing from 1100hrs (qualifying from 0900hrs) **Admission** adult £16 **Web** knockhill.com

**SPORTING SCENE SATURDAY**  
■ **Mildenhall, Suffolk**  
**Brisca F1 World qualifying round**  
**Starts:** 1700hrs **Admission:** adults £22, concessions £20, children 5-14 £8. **Web:** spedeworth.co.uk

**SUNDAY**  
**Northampton, Northamptonshire**  
**Brisca F1 World qualifying round**  
**Starts:** 1200hrs **Admission:** adults £22, concessions £20, children 5-14 £8. **Web:** spedeworth.co.uk

*Details correct at time of going to press. Please check with event organisers before starting any journey.*

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Chris Noble captured this HERO rally entrant pushing on hard



Equipe fun at Brands, by Gary Hill



A rallying icon, by Graham Lomax



Mick Straughan's North Wales pic



Frank Bird, from Richard Salisbury

NEXT EDITION

THE BIG FORMULA 1 BATTLE GOES BACK DOWN UNDER

Can Ferrari keep up the pressure as grand prix racing returns to Australia?



OUT THURSDAY, APRIL 14

A good time at Goodwood

Full report from the Members Meeting in West Sussex



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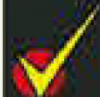
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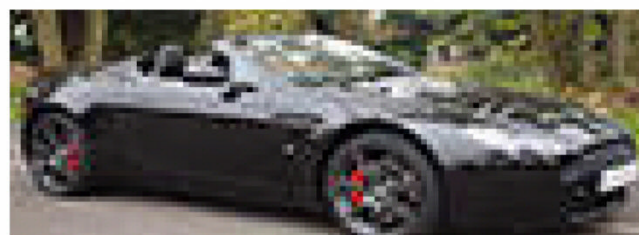
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## PORSCHE 911



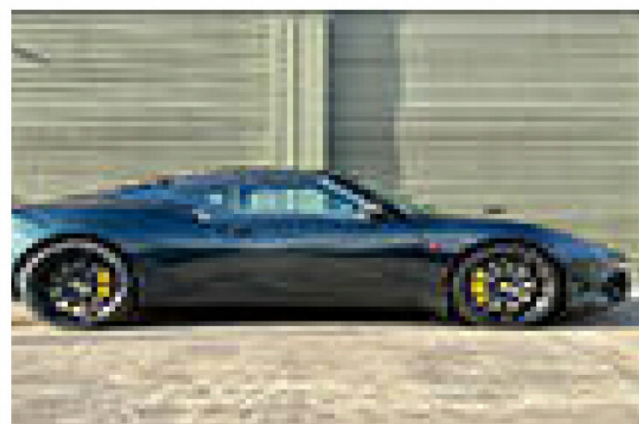
**1996, £125,000.** Porsche 911 Carrera (993) 1996 road/race car, N reg., 3.6 lt twin turbo, 6 speed gearbox, turbos recently rebuilt and fuel lines replaced. Engine 500 bhp (approx.) Brembo race brakes (road units also supplied). Gt 2 wide body kit fitted with 8x10x18" BBS alloys. Welded custom cage, fire eater system, air jack system (as per Brit car). Variety of race springs available, variety of split rims and spare set BBS alloys available at separate extra cost. Competed in AEMC and ASEM sprint championships and DOMC North Sports Saloon Championship and recently on display at the Porsche Colchester showroom. Please call 07860379440, East of England.  
112913

## ASTON MARTIN V8 VANTAGE



**2008, £34,950.** Model Aston Martin Vantage V8 4.3 Convertible Manual. Finished in Onyx Black with Black Mohair hood and Black leather interior with Red stitching. Only just turned to 70,000 miles with history. Please call 02085 679729, Greater London.  
113380

## LOTUS EVORA



**2018, £66,950.** Registered in March 2018 this Lotus Evora GT410 Sport is a very special car. Produced to celebrate the 70th anniversary of Lotus Cars' founder Colin Chapman's first ever vehicle manufactured. Quite fitting in that this particular GT410's 1st owner was Lotus Cars and a certain Mr. Clive Chapman used it for PR services. With only 20k miles and full Lotus service history, the car has been meticulously maintained whilst in the hands of Lotus Cars and of the most recent 2nd owner. This GT410 is finished in Empire Green paintwork that has been coated with PPF in key areas, with Carbon Fibre roof and boot lid, Black Alcantara interior door cards and dashboard complemented by the optioned interior colour pack in yellow. Highly optioned this car has Alcantara and Leather Sparco Seats (a £3.5k cost option), Alcantara steering wheel, air conditioning, cruise control. Please call 07577 575770, South East. (T)  
113393

## ROVER 2600



**1984, £8,995.** a-reg, lots of history, handbooks, mot. stunning. Please call 07895 675851, South West.  
112698

## JAGUAR E-TYPE



**1962, 10009 miles, £169,995.** Series 1 Roadster 3.8. Petrol, Manual, Old English White. Retaining its original colour combination of Old English White (Cream) with a contrasting biscuit interior and black hood and hood bag. This fine example has a 5 speed Getrag gearbox, a desirable option enabling high speed cruising. The car presents wonderfully today both inside and out. Please call 01798 874477, South East. (T)  
113105

## MG MGB



**1963, £35,995.** MGB FIA 1963 race/rally car. UK registered. In British racing green, works hardtop in white. Fitted Roll cage and competition harness. On competition wire wheels, 1840cc race engine, Weber, extractor manifold, close ratio overdrive gearbox, adjustable rear Armstrong dampers. Riguard seats, Motalita steering wheel. Currently LHD but can be easily converted if required. All fuel/brake/wiring routed inside car. Tank and sump shield and reinforced single box exhaust. Please call 01462 490049, West Midlands. (T)  
113111

## PORSCHE 3400



**2012, 66000 miles, £66,000.** Registered in 2012 this Porsche Boxster S 981 series is fitted with the desirable PDK 7 speed gearbox.

**Powered by the 3.4 litre flat 6 cylinder 'Boxer' engine, it is one of the last models available with this 6 cylinder engine, producing 315 bhp.** Finished in Platinum Silver metallic paintwork with a contrasting black leather interior, with under 66k miles this Boxster S presents in superb order throughout. Appointed with a high level of standard equipment this 981 Boxster will offer its lucky new owner a specification of electrically adjustable and heated seats for driver and passenger, Satellite navigation with PCM (Bluetooth audio streaming functionality), Bose sound upgrade, electrically folding mirrors and the rare option of the 'one touch' operation for the electrically folding soft top roof. In addition to the already striking interior is the optioned Porsche 911 Turbo S steering wheel with paddle shift. There are also the Boxster S 19" alloy wheels wrapped in the factory correct Goodyear Eagle 'NO' type tyres. This Boxster S 981 has been meticulously maintained having a full Porsche main dealer service history, the most recent being carried out in June 2021 by Porsche of Solihull. Clearly the four previous owners have all taken great care of this superb sports car. This Porsche Boxster S 981 offers the opportunity to own one of the desirable 6 cylinder engine Boxster cars before they became powered by the new 4 cylinder power plant. With its 7 speed PDK gearbox this Boxster S really is the perfect daily sports car, especially being that it is ULEZ compliant. Do call for more information or to arrange a viewing. Please call 07577 575770, South East. (T)  
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